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MISSOURI'S CHIEF GRAIN INSPECTOR AND GRADES.

The grading of the Missouri State Grain Inspection Department has gained standing with the grain trade of the West and in the markets of the world. Grading by telephone has been stopped, and the same car of grain is no longer given a different grade by the different branches of the department. The Railroad Commissioners have been relieved of their part of the management of the department. Their friends and relatives no longer encumber the department's payrolls and slight their work so as to bring the department into disrepute. The management of the department has rightly been placed in the hands of one man, to whom each inspector must answer for any slipshod work.

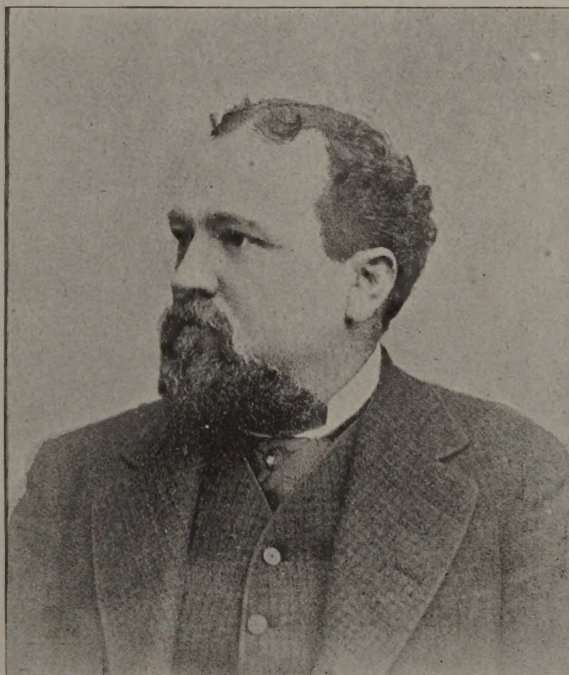
The one man to whom more credit is due than to any other for placing the department in shape to do good work and for securing and maintaining reliable grading, in which sellers and buyers have learned to have confidence, is Chief Grain Inspector Joseph M. O'Shea, whose portrait is given herewith. By careful, conscientious management he has placed the work of the department far above anything ever expected by dealers in the early days of the department.

Joseph M. O'Shea, chief grain inspector of Missouri, was born April 7, 1844, in Dubuque, Ia., where he resided until twelve years of age. He was sent to college at St. Louis, Mo., until he was eighteen years of age, when he entered mercantile pursuits at St. Louis. In 1869, on account of poor health, he moved to the country and settled at Union, Franklin Co., Mo., fifty miles west of St. Louis, where he gave his attention to politics, together with agricultural pursuits. In 1874 he was nominated on the Democratic ticket for Clerk of the Circuit Court, and was elected by a large majority. In 1878 he was again elected as his own successor. In 1882 he retired from official life and politics and traveled extensively. Upon the enforcement of the present grain inspection law in Missouri in November, 1889, he was induced by his friend, Jasper N. Burks, who was appointed chief grain inspector, to take the position of deputy chief inspector, in order to aid and assist him in the establishment of offices of the department outside of St. Louis, at Kansas City and St. Joseph.

In January, 1891, Chief Grain Inspector Burks resigned to go to the state Senate, and Deputy Chief Grain Inspector Joseph M. O'Shea was appointed to the position of chief grain inspector for the unexpired term of ten months. In October, 1891, he was

again appointed his own successor for the term of four years. Mr. O'Shea has never been married.

The Missouri Grain Inspection Department was started amid violent opposition from the old established Boards of Trade, which had previously and up to that time controlled the inspection of grain throughout the state. The legislature failed to make any appropriation for the enforcement of the law, but Ex-chief Grain Inspector Burks and Chief



CHIEF GRAIN INSPECTOR JOSEPH M. O'SHEA.

Grain Inspector O'Shea went down in their pockets and put up the money to furnish the offices and stationery of the department at St. Louis, Kansas City and St. Joseph. Now the Missouri Department has a healthy surplus in its treasury, its enemies have been won over or silenced, its friends have been confirmed in the triumph and success of what was once regarded in the light of a dangerous and doubtful experiment.

The last legislature enacted a state weighing law, providing for a public weighmaster at all public warehouses, under the supervision of the state grain inspection department. The commissioners make inspection rules for the guidance of inspectors as in

Illinois, but have nothing to do with making appointments.

The rules governing the inspection of grain in the state of Missouri, in force since Aug. 25, 1893, are as follows:

RULE I.

WINTER WHEAT.

No. 1 White—To be bright, sound, dry, plump and well cleaned pure white winter wheat.

No. 2 White—To be sound, dry, well cleaned, pure white winter wheat.

No. 3 White—To be sound, dry, white winter, reasonably clean.

No. 1 Red—To be bright, sound, plump, dry and well cleaned red winter wheat, weighing not less than 61 pounds to the measured bushel.

No. 2 Red—To be sound, well cleaned, dry red winter wheat, weighing not less than 59 pounds to the measured bushel.

No. 3 Red—To be sound, reasonably cleaned red, or red and white mixed winter wheat, below No. 2 Red, weighing not less than 57 pounds to the measured bushel.

No. 4 Winter—To be red, white or mixed, thin or bleached winter wheat, reasonably sound and unfit to grade to No. 3 Red.

Rejected Winter—All damp, tough, very musty, very smutty, trashy, dirty, damaged or thin wheat falling below No. 4 Winter.

CALIFORNIA, COLORADO, WASHINGTON, IDAHO AND UTAH WHEAT.

No. 2—To be sound, dry, well cleaned, pure white wheat, free of smut; grown in Colorado, Utah, California, Washington or Idaho.

No. 3—To be sound, dry, reasonably cleaned white wheat; grown in Colorado, Utah, California, Washington or Idaho.

Wheat of above description of lower grades to be classed on its merits as regular No. 4 or Rejected.

HARD WINTER WHEAT.

No. 1—To be sound, dry and clean, hard winter wheat, and to weigh not less than 61 pounds to the bushel.

No. 2—To be sound, dry and clean hard winter wheat, and to weigh not less than 59 pounds to the bushel.

No. 3—To be sound and reasonably clean hard winter wheat, and to weigh not less than 56 pounds to the bushel.

No. 4—To be reasonably sound, thin or bleached hard winter wheat unfit to grade No. 3 Hard.

In case of mixture of hard winter wheat with soft winter wheat, it shall be graded according

to the quality thereof and classed as Hard Winter Wheat.

SPRING WHEAT.

No. 1—To be bright, sound and well cleaned spring wheat.

No. 2—To be bright, sound spring wheat, reasonably cleaned.

No. 3—To include all dry and reasonably sound spring wheat not equal to No. 2.

WHITE SPRING WHEAT.

No. 1 White—To be bright, sound and well cleaned white spring wheat.

No. 2 White—To be bright and sound white spring wheat, reasonably cleaned.

No. 3 White—To include all dry and sound white spring wheat below No. 2.

REJECTED SPRING WHEAT.

All damp, tough, musty, very smutty, trashy, dirty, damaged or thin wheat falling below No. 3.

MIXED SPRING AND WINTER WHEAT.

All mixed spring and winter wheat of sound quality to be graded as spring, according to quality and condition.

RULE II.

CORN.

No. 1 St. Charles White—Shall be St. Charles white corn, of choice quality, sound, dry and well cleaned.

No. 2 St. Charles White—Shall be St. Charles white corn, sound, dry, reasonably clean, but not good enough for No. 1.

No. 3 St. Charles White—Shall be St. Charles white corn, not dry, clean or sound enough for No. 2.

No. 1 Yellow—Shall be pure yellow corn, sound, dry and well cleaned.

No. 2 Yellow—Shall be seven-eighths yellow, sound, dry and reasonably clean.

No. 3 Yellow—Shall be seven-eighths yellow, reasonably dry and reasonably clean, but not sound enough for No. 2.

No. 1 White—Shall be pure white corn, sound, dry and well cleaned.

No. 2 White—Shall be 15-16 white, sound, dry and reasonably clean.

No. 3 White—Shall be 15-16 white, reasonably dry and reasonably clean, but not sound enough for No. 2 White.

No. 4 White—Shall be 15-16 white, not wet or in a heating condition, and unfit to grade No. 3 White.

No. 1 Corn—Shall be mixed corn of choice quality, sound, dry and well cleaned.

No. 2 Corn—Shall be mixed corn, sound, dry and reasonably clean, but not good enough for No. 1.

No. 3 Corn—Shall be mixed corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 Corn—Shall include all mixed corn, not wet or in a heating condition, that is unfit to grade No. 3.

RULE III.

OATS.

No. 1 Oats—Shall be mixed oats, sound, clean and free from other grain.

No. 2 Oats—Shall be mixed oats, sweet, reasonably clean and reasonably free from other grain.

No. 3 Oats—Shall be mixed oats that are slightly damp, unsound, slightly musty, dirty, or from any other cause unfit to grade No. 2.

No. 4 Oats—Shall be mixed oats, not wet or in a heating condition, or from any other cause unfit to grade No. 3.

No. 1 White Oats—Shall be pure white, sound, clean and free from other grain.

No. 2 White Oats—Shall be seven-eighths white, sound, reasonably clean and reasonably free from other grain.

No. 3 White Oats—Shall be seven-eighths white, but not sufficiently sound and clean for No. 2.

No. 4 White Oats—Shall be seven-eighths white, not wet or in a heating condition, badly stained, or from any other cause unfit to grade No. 3 White.

No. 2 Oats "Color"—Shall be three-fourths white, and in condition the same as No. 2 Oats.

No. 3 Oats "Color"—Shall be three-fourths white, and in condition the same as No. 3 Oats.

No. 1 Northern Oats—Shall be mixed oats of Northern growth and in condition the same as No. 1 Oats.

No. 2 Northern Oats—Shall be mixed oats of Northern growth and in condition the same as No. 2 Oats.

RULE IV.

RYE.

No. 1—To be plump, sound, bright and well cleaned.

No. 2—To be sound and reasonably cleaned.

No. 3—To be reasonably sound and reasonably clean, unfit for No. 2.

No. 4—To include all damp, musty, dirty rye, unfit for No. 3.

RULE V.

BARLEY.

No. 1 Fall—To be plump, bright, sound and free from other grain.

No. 1 Spring—To be plump, bright, sound and free from other grain.

No. 2 Fall—To be sound and reasonably clean.

No. 2 Spring—To be sound and reasonably clean.

No. 3 Fall—To be reasonably clean and merchantable.

No. 3 Spring—To be reasonably clean and merchantable.

Rejected—To include all unsound and damaged barley.

RULE VI.

NO-GRADE GRAIN.

All grain that is wet, hot or in a heating condition shall be classed as No-Grade.

RULE VII.

All inspectors shall make their reasons for grading grain when necessary fully known by notations on their books. The weight alone shall not determine the grade.

RULE VIII.

Each inspector is required to ascertain the weight per measured bushel of each lot of wheat inspected by him, and note the same on his books.

RULE IX.

Wheat containing live weevil shall not be graded, but the inspector must give the kind and test weight of same, noting live weevil.

James A. Miller is deputy chief inspector. Daniel O'C. Tracy, warehouse register. William M. Price, supervising inspector at Kansas City. S. P. Broughton, supervising inspector at St. Joseph.

The arbitration committee at St. Louis is composed of Alex. H. Smith, P. P. Connor, J. S. McClellan. The arbitration committee at Kansas City is composed of N. P. Simonds, J. Bradenbough, T. J. Broadnax. The arbitration committee at St. Joseph is composed of R. T. Davis, C. W. Wyndham, C. C. Connett.

E. M. Anderson is supervising weighmaster at St. Louis and John D. Grant is supervising weighmaster at Kansas City.

HAY IMPORTS EXCEED EXPORTS.

Hay aggregating 2,177 tons, valued at \$21,730, was imported in August, against 4,023 tons, valued at \$43,852, imported in August preceding; and during the eight months ending with August 74,058 tons, valued at \$687,606, were imported, compared with 54,194 tons, valued at \$534,121, imported during the corresponding months of the year preceding.

There were 5,021 tons of hay, valued at \$89,008, exported during August, against 2,822 tons, valued at \$46,165, exported in August preceding; and during the eight months ending with August 26,986 tons, valued at \$432,842, were exported, compared with 23,669 tons, valued at \$390,201, exported during the corresponding month of the year preceding.

Of imported hay we re-exported 9 tons, valued at \$87, in August, and none in August preceding; during the eight months ending with August 111 tons, valued at \$1,030, were re-exported, compared with 151 tons, valued at \$1,387, re-exported during the corresponding months of the year preceding.

A plan has been evolved by the business agent of the State Farmers' Alliance at Tacoma, Wash., which he claims will prevent the farmers from suffering loss by reason of the low price of wheat. He proposes to store the bulk of the crop and mortgage it for about 25 cents a bushel, thus enabling the farmers to hold for better prices.

\$50 FOR A SUBSCRIBER.

To encourage those connected with the grain trade to subscribe to the AMERICAN ELEVATOR AND GRAIN TRADE, the only journal devoted exclusively to the interests of those engaged in the elevator and grain business, we offer a prize of \$50 to the subscriber first sending us a coupon cut from this journal or the *American Miller* upon which is recorded the number which is nearest to the amount of wheat exported from the United States during January, 1894.

No guesses will be accepted after January 1, 1894.

No guesses will be accepted from non-subscribers.

The amount of wheat reported as exported during January in the February report of the Bureau of Statistics of the Agricultural Department will be accepted as correct.

The coupon to be filled out by subscribers of the AMERICAN ELEVATOR AND GRAIN TRADE will be published in each issue of the *American Miller* and the AMERICAN ELEVATOR AND GRAIN TRADE until Jan. 1, 1894.

New subscribers to the AMERICAN ELEVATOR AND GRAIN TRADE, as well as those whose subscriptions have not expired, are entitled to guess as many times as they have coupons cut from the AMERICAN ELEVATOR AND GRAIN TRADE or the *American Miller*.

No guesses will be accepted after your subscription has expired.

PROTECTING GRAIN IN MINNEAPOLIS CARS.

The sealing department of the Minneapolis Chamber of Commerce, after waiting some time, was given authority last month by the Railroad and Warehouse Commission to break seals and enter cars. This was in accordance with an agreement between the parties directly concerned. The railroad companies issued the following agreement:

To whom it may concern:

This is to give notice that on and after Monday, Sept. 11, 1893, no person or persons will be permitted under any pretext whatsoever to break seals or enter cars of grain in this city while the same are in the possession of the respective railroad companies who are subscribers hereto, except the persons named, as follows, to wit:

First—Authorized agents of said railroad companies.

Second—Authorized officials of the state inspection department.

Third—Authorized samplers and sealers of the Chamber of Commerce of Minneapolis.

The conditions under which special permission to break seals and enter cars is granted as above specified are as follows: In the case of the state inspection department permission is given only to inspectors and assistants who must at all times prove their identity when challenged by an authorized representative of the railroad company.

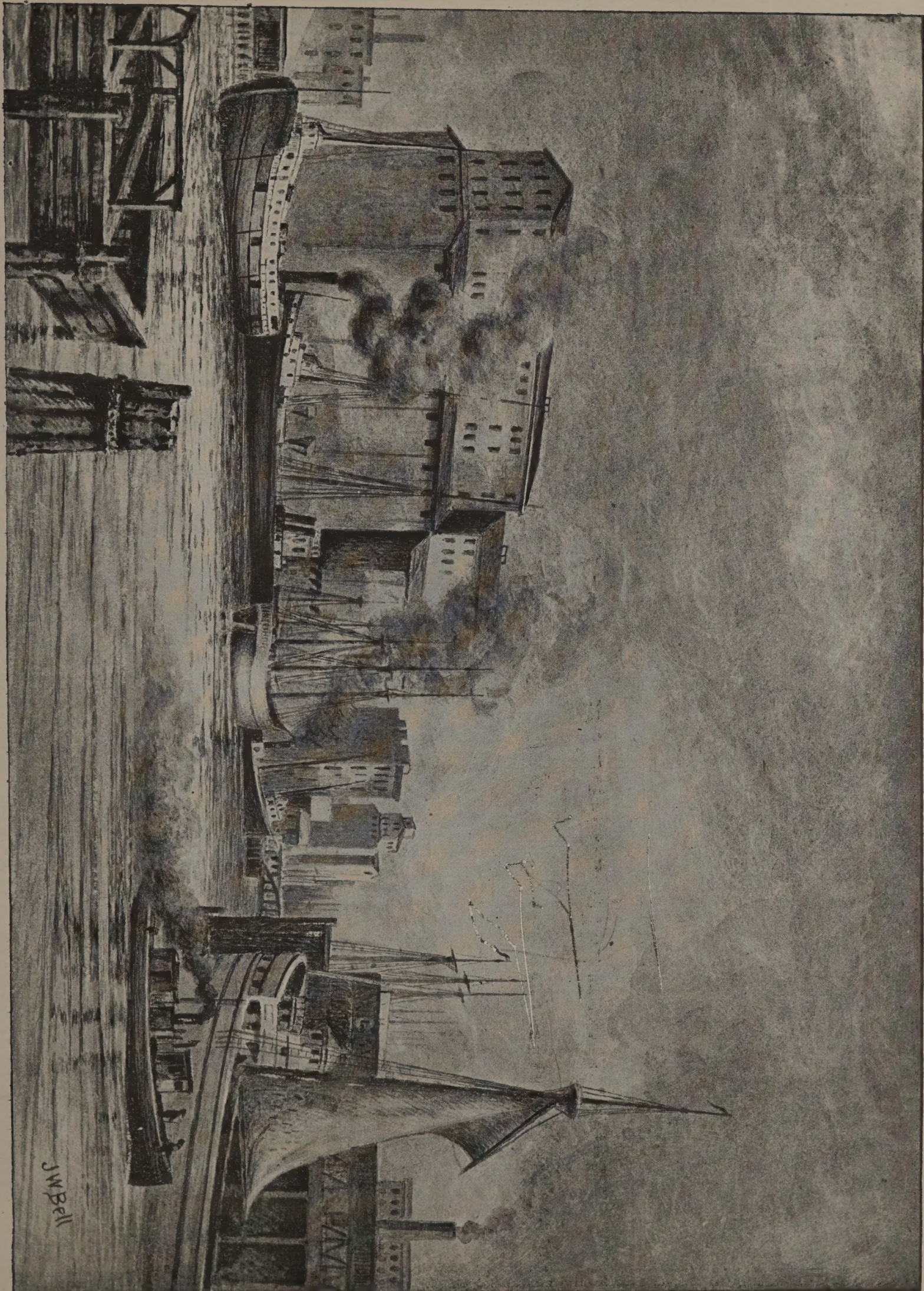
In the case of samplers and sealers of the Chamber of Commerce permission is given only to such persons who are regularly employed by the Chamber of Commerce in the capacity of samplers and sealers, and who must at all times, when challenged by state inspectors or agents of the railroad companies, prove their identity.

Under no circumstances shall a sampler be permitted to break a railroad company's seal.

No seals are to be broken or cars entered by samplers or sealers of the Chamber of Commerce until an official record of the condition of the car and its seals and an official inspection of the grain has been made by the state inspector. A record of the state seal broken and the Chamber of Commerce seal substituted therefor must in each case be made by the said samplers and sealers and reported at the general office of the official sealer of the Chamber of Commerce.

Any person other than those specified above who shall tamper with or break any seals placed upon such cars of grain will be prosecuted to the full extent of the law.

There are not more than thirty graders of rice in New Orleans, La., and they handle about all of the crop. A good grader makes from \$10,000 to \$12,000 each season.



THE "ST. PAUL" AND THE "CLINTON" ELEVATORS AT THE FORTS OF THE CHICAGO RIVER.

CONTINUOUS CARRIAGE OR THROUGH SHIPMENTS.

The recent decision of the Interstate Commerce Commission in the case of the Board of Trade of Troy, Ala., vs. sundry railroads, has developed the fact that a widespread misunderstanding exists concerning what constitutes through shipments, or, as defined in the act to regulate commerce, continuous carriage; a misunderstanding that should at once be removed.

Continuous carriage, says the *Railway Review*, does not necessarily depend upon the existence of either through tariffs, through bills of lading, through or joint waybills or traffic arrangements, or all of them. A continuous shipment may be made with any or all of these elements lacking. A box marked for John Smith, Salt Lake City, accompanied with suitable shipping instructions, or with no instructions, may be received at New York and forwarded by "continuous carriage" to destination without the aid of a single one of these elements. Such a box, when received by the initial line, is just as much a through shipment and entitled to continuous carriage in the absence of all of these accessories, as if the initial line had in the first instance arranged by a traffic agreement for a through route, had issued a through bill of lading under a contract rate, and had made a joint through waybill under which the shipment was to be carried from New York to Salt Lake City; as a matter of fact shipments of this character are daily made without the employment of any of these accessories.

The fact is, that these appliances, instead of imparting character to a shipment, are simply conveniences. A through bill of lading entails upon the carrier no additional obligation, and confers upon the shipper no additional rights to those which in the absence of a bill of lading are imposed on the one hand and possessed on the other. A bill of lading, so far as it is valid at all, recites conditions which are already effective under the law. Even the insertion of a contract rate is of no necessary value, it being, if legal, merely the recognition of an existing fact. If higher than the legal rate it cannot be collected by the railroad and if lower cannot be enforced by the shipper. So that from any standpoint a bill of lading is in no sense an essential factor in a through shipment or continuous carriage.

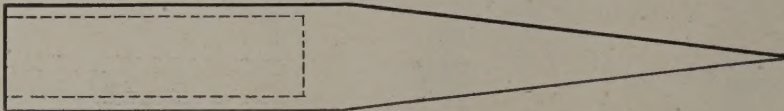
Nor is a through traffic arrangement any more a necessary element. The delivery by one line to, and the acceptance by another line of, a shipment of freight in course of transportation accompanied by proper shipping instructions constitutes in the absence of any traffic arrangement all that is necessary to entitle a shipment to continuous carriage. Nor is a joint waybill possessed of any more force. To make the character of a shipment dependent upon a form of waybill is putting the cart before the horse. It is because that the shipment is one calling for a continuous carriage that makes the joint waybill possible; or in other words that form of waybill is permitted because of the fact of continuous carriage; not that continuous carriage is imposed because of the joint waybill. Such a waybill is by no means a necessity, but simply a convenience. It is adopted chiefly for the purpose of avoiding the delays and errors incident to rebilling.

Generally speaking, it may be said that under American railway practice, and which has become so universal as to have the force of law, all shipments delivered by one carrier to another for transportation are subject to the conditions of continuous carriage under the act to regulate commerce. It was not for the purpose of facilitating such shipments, but to prevent their being interfered with that the clause was inserted in the law. The commission in its decision has wisely recognized this point. To admit that a traffic contract, a joint waybill, or even a bill of lading, was necessary to insure continuous carriage on a shipment would at once render nugatory the long and short haul clause of the law and go far toward the

position assumed by Judge Newman in the Social Circle carriage rate case concerning the application of through and local rates, and make possible discrimination between places to a degree equal to that which prevailed before the enactment of the law.

A MARLINSPIKE FOR ROPE DRIVE SPLICES.

Here is a little wrinkle which, although not new, is not as well known among power users as it deserves to be, writes John L. Peslin in *Power*. It consists of a marlinspike, roughly shown in the sketch, into the large end of which is drilled a hole about as big as the iron will permit of, and of a depth equal to three or four times the diameter of the hole. When doing a job of splicing on a drive rope, or on any other rope, for that matter, the marlinspike is pushed nearly through between the strands in the usual way. The end of a strand is then inserted into the hole and the marlinspike pulled through. This brings the end of the strand through between the other strands, automatically I might say, without any of the struggling

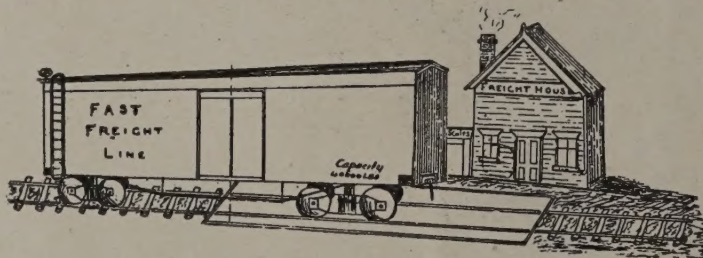


A MARLINSPIKE FOR MAKING ROPE DRIVE SPLICES.

or effort necessary in the usual manner of splicing. In fact, it goes through as if by sleight of hand, without having come in contact with the other parts of the rope. The ease with which even one splice is made will be ample recompense for the slight expense necessary in having such a marlinspike made.

WEIGHING CARS TOO LONG FOR SCALES.

Shippers often may have spent much time wondering how railroad companies weigh long cars at points where they have put in track scales. Traffic managers and the superintendent of the Western Railway Weighing Association did not worry long about this trivial matter. They neither consulted with a scale expert or ordered the cars stood upon end for weigh-



WEIGHING CARS TOO LONG FOR SCALES.

ing; the superintendent simply issued an order, a copy of which a shipper kindly has sent to us. From it we take the following:

"To Members, Association Agents, Chief Inspectors and Inspectors:

"Having received many letters of inquiry from the different weighmasters and association agents, asking what method to adopt in weighing a car too long for the scales, and in weighing heavy timbers and telegraph poles that are too long for one car and requiring two cars to transport same, I herewith give you instructions, showing the manner in which these cars should be weighed.

"In weighing a car too long for the scale, weigh one pair of trucks at a time, being particular to have one-half of the door over the end of the scale (like the cut herewith). Add the two gross weights so ascertained and deduct the tare of the car from these weights, and the result should be the net weight of the contents of the car.

"Great care must be exercised to see that one-half the door is exactly over the end of the scale; a difference of five or six inches in this rule will affect the actual weight of the car. If cars are weighed according to this rule the correct weight can be determined almost to a pound."

The new grain cars of 50,000, 60,000 and 80,000

pounds capacity may not be too long for all of the track scales in use, but of course many scales are in use which could not weigh them at one weighing, and the plan illustrated would probably be adopted. A better plan would be to have the weighman guess at the weight of the contents of the car, then the carrier would not suffer loss from underbilling, as he would make sure to guess the full weight. By the plan proposed the car placers might have all of the car door above the scale platform when each end of the car was weighed. Carriers will deal fairly with shippers when compelled to, never before.

THE FARMER FEARED HE WOULD BE SWINDLED.

In the course of a conversation, touching upon the proposed reauthorization of currency by state banks, a Wall street bank president a few days ago related the following story of a clever swindle made possible by that form of currency many years ago:

"It was in the worst of the 'wildcat' and 'red dog' currency days," he remarked, "that a simple-minded Indiana trader arrived in New Orleans with a large load of wheat. The grain was stowed in the hold of the barge, flush up to the covering.

"The innocent Hoosier reached the Crescent City at an opportune moment. Wheat was in good demand, prices

were high, and scarcely had the barge been moored alongside the levee than a swarm of commission merchants and speculators were anxious to relieve the owner of the cargo.

"A price per bushel was proposed and accepted, but when it came to the terms of the sale the would-be buyer found himself confronted with a difficulty upon which he had not reckoned. The honest Indian first insisted that his entire cargo should be measured bushel for bushel instead of estimated in bulk, and then he expressed himself as afraid of assorted state bank currency.

"My wife," said he, "told me as how I'd be swindled on this wheat before I got back to Indiana. I don't want no drafts or exchange in payment, and I don't want no bills on busted banks. I'm sure of Indiana. Their money's good. You must pay me in Indiana

bills." "It was a difficult matter for the buyer to collect a sufficient quantity of bills on Indiana state banks, but finally, after visiting nearly every bank in New Orleans, he secured the necessary amount. Then he came to the barge, showed the money to the Hoosier and set his negroes at work measuring the cargo of wheat bushel for bushel.

"The colored men worked slowly, and the buyer chafed under the delay. He appealed to the Indian to let the cargo be estimated in the usual manner. For

a time the Hoosier protested, and referred to his fear of being swindled. Finally, with a show of reluctance, he yielded and accepted the Indiana money.

"Almost immediately he disappeared, and the New Orleans man smiled as he thought of his simple minded friend, for he had secured the Indiana bills at a discount. All this changed, however, the following day, when the stevedores, who were taking the grain from the boat, encountered an obstruction. It proved to be a framework of slabs, constructed in the form of a bulkhead and extending almost from side to side and end to end of the barge. The quantity of wheat thereby was reduced fully three-fourths of the estimated amount, but the honest, simple minded Hoosier, who had so effectually disarmed all suspicion, was far away with his Indiana bills."

The demand is greater than the supply of free seed grain which the Kansas Board of Railroad Commissioners has undertaken to secure for the destitute farmers of Western Kansas. Every mail brings to the commissioners many appeals for aid, and at the present outlook they will be unable to supply one-half of the farmers of Western Kansas with seed wheat.

STEAD'S ELEVATOR BELT.

The accompanying illustration is made from a sample of Stead's Patent Elevator Belting, and is an exact reproduction, as it shows some special features which are of importance in the life of a belt, and in convenience of operation. Not only can the square eyelets be fitted to any required pitch for any size of elevator bucket, and as close as may be required, but it will be seen that the threads are not cut to receive the eyelets, but simply displaced. This is a very marked feature, as it saves weakening the belt through cutting the threads, as happens with the old method of attaching the belts. The cut shows the displacement of the threads around the eyelets. When a new belt is fixed there is no turning round of bolts, nor when removing buckets in case of accident.

With this patent belt much loss of time is obviated, as the buckets can be instantly put on or taken off. This feature, as well as the others named above, will be appreciated by elevator men. For customers using different sizes of buckets, an inexpensive punching machine is supplied that will punch holes to any required pitch and size of bucket, so that anyone can easily and quickly put buckets on one of these belts. This belt is patented both in Great Britain, the United States and Canada. It is made by J. F. Stead, Skinner Lane Works, Leeds, Eng., a firm established since 1855.

RICE CLEANING AND MILLING.

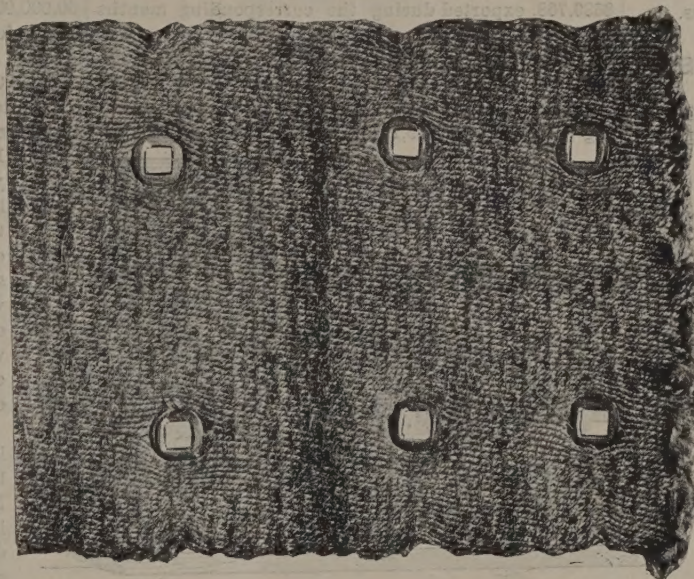
After threshing, which is generally the last operation which rice undergoes upon the plantation, the grain is still in its husk, as paddy or rough rice, having an average weight of 45 pounds to the bushel, and in this form much of it is placed upon the market, especially for exportation, to be cleaned at its destination. But in order to prepare it for home consumption it must be cleaned, that is, not only the exterior husk but the interior pellicle must be removed and the grain brought to the state of pearly whiteness of thoroughly marketable rice. This requires two distinct operations and necessitates the use of machinery too costly to form part of the equipment of a plantation, so that it is rarely done upon the plantations themselves, as are the curing and threshing, except in small lots by hand for immediate consumption. Indeed the industry of rice cleaning is a separate one of itself, just as is the grinding of wheat to make flour in the Northern states, and thus rice cleaning mills with husking stones and batteries of stamps have been established in South Carolina and other rice producing states, as well as elsewhere in the country, the planters either sending their rice to be cleaned or selling their rough rice right out to the cleaners, who put it upon the market after they have operated upon it.

The first operation which the rice undergoes is the removal of the exterior husk. This is effected by passing the grain between burr stones, by which the husk is literally ground off. These stones are generally about five feet in diameter, and make 200 revolutions per minute. They are not grooved like ordinary millstones, since the object is not to crush the grain, but simply to crack and rub off the husk; therefore the faces of a stone are made smooth and level, and are nicely adjusted at a distance apart equal to the length of a grain of rice in its husk. A concavity in the center of the upper stone admits the grain, which, impelled by centrifugal force, revolves upon its shorter axis and passes between the stones, the husk being thus stripped off, while the kernel is left unbroken. Shorter grains escape unhusked. The rice is then winnowed to remove the husks, chaff and dust, and is then submitted to a second operation to remove the inner pellicle, a thin, light colored epidermis adhering somewhat firmly to the kernel.

This is done by pounding the rice in mortars, and does not differ in principle from the method in use all over the world, and practiced by the Chinese a thousand years ago. By pounding in mortars with heavy pestles each grain of rice is rubbed against its neigh-

bor with force enough to rub off the pellicle, and if the force of the pounding be well regulated and be not kept up too long, but a small portion of the grain is broken, while all the pellicles are removed. In this country the mortars are of wood or iron, and the pestles are of wood, shod with iron, and weigh from 250 to 300 pounds each. A battery of these is arranged with canes very much after the fashion of a quartz mill in the gold mining regions, and is driven by steam. The cost of a stamping mill of this sort has been estimated at about \$1,000 per pestle, and a good mill for commercial rice cleaning averages about fifty pestles. The rice, having been sufficiently pounded, is then sifted and winnowed, and thus five products are obtained—chaff or pellicle, flour, fine broken rice, middlings, and finally, whole, clean grain or "prime rice." The last undergoes a final operation of polishing, and is then ready for the market. This polishing is done by passing the whole grains through a rapidly revolving screen provided with brushes or with wire gauze and sheepskins, whereby a brilliant surface is given to every grain.

In San Francisco the consumption of rice is very large, owing to the numbers of Chinese who inhabit that city, and the imports of foreign rice at that port amounted to 50,127,886 pounds in 1890. The rice



STEAD'S PATENT ELEVATOR BELT.

cleaning industry flourishes at San Francisco, and there are several important mills there which clean rice by a new process with new machinery, the secret of which has not yet been made public, but it is claimed that by this process the rice is manipulated with very much less waste than by the old method of pounding. A new process also kept a secret, or partly so, is in successful operation at Baltimore, and it is claimed the machinery used can clean 35 bushels of rice per hour, and dispense with the mortar and pestle. At Baltimore it is principally native rice which is cleaned.

In the process of cleaning rice by the burr stones and by subsequent pounding in mortars, about half the weight of the original paddy is lost, or more properly, a bushel of paddy yields about half its weight, say 20 to 23 pounds, of clean, whole grain rice, while the other half is not actually lost, as it may all be utilized either as broken rice, rice flour or chaff, though, of course, the first are less valuable in their broken or ground up state than they would be in the shape of whole kernels. The broken rice and the flour are still valuable as food, and are extensively sold as such. It is said, however, that by careful management much of the breaking of the grain might be avoided, and that a bushel of paddy, weighing 45 pounds, ought, theoretically, to yield from 30 to 35 pounds of clear whole grain.

A small quantity of American rice cleaning machinery has been introduced at Nagasaki, Japan, where it meets with approbation. In Siam rice cleaning and milling is of extreme importance, and large returns on capital invested are the rule. At Bangkok there were, in October, 1890, twenty-three steam rice mills using the most modern machinery.

The first steam rice mill in Siam was introduced by an American, who, not finding it profitable, abandoned the enterprise, but the business has since become exceedingly important, and new mills are constantly in construction. In 1888 eight new mills were erected by Chinese owners, and two by English. The Chinese employ the best European engineers, and many of the mills are lighted by electricity and have double gangs of workmen running day and night.

GRAIN SHORTAGES AT MONTREAL.

Shortages in grain, after passing into the possession of the Montreal Elevating Company, have again become too frequent; but it appears that no redress in any shape or form can be had from the company, although repeated complaints have been lodged with it, and despite the fact that one of the company's elevators was examined and considered defective, the lower beam not appearing plumb. Complaints have very recently been made of shortages between the railway companies and the ships, and the parties making them, instead of being treated with common courtesy, have met with the most abrupt rebuff. One party last week, while begging one of the company's employes to stop the repeated shortages he was being subjected to, was curtly told that "he was not speaking the truth and he knew it." Another party, who went to the office of the Montreal Elevating Company to ask for an explanation of his shortages, received such an impolite treatment as to preclude him from entering the office again. Of course the elevating company knows well that shippers and the forwarding and railway companies are dependent upon it for the elevating of their grain, and that ever since it absorbed the St. Lawrence company it has had a complete monopoly of the grain elevating business of this port; but we scarcely think, even allowing for this, that its customers should receive such scant courtesy and civility at its hands, especially in cases where it concerns losses to the very men who help to support it. The company may also argue that it has a right to conduct its business according to its own dictates, even if it does descend to the use of curt and offensive language when some of its patrons ask for redress of their grievances, which consist of nothing less than losses of property again and again sustained. One would naturally suppose that the company would sympathize with its customers under such trying circumstances, and lend every assistance in its power in ferreting out these persistent discrepancies in the outturn of grain after it is delivered to the Montreal Elevating Company, the more so when it is considered that the company is not held responsible for making good these shortages. Surely the losers of the grain have a right to expect the company to give every assistance in its power in investigating the causes of the shortages, instead of meeting them with abrupt rejoinders, and telling them it is no fault on the part of the company, along with other more offensive remarks. An opinion prevails that there is something very defective in the weighing of grain by the Montreal Elevating Company, or the frequent shortages and surpluses that are constantly occurring could not possibly take place.—*Montreal Trade Bulletin.*

Two Los Angeles (Cal.) citizens, A and B, have a peculiar speculation on hand in the way of a standing bet on the price of wheat. Both agree that the price of wheat is going to advance. The progressive bet is to continue till Jan. 1, 1894. Every day that the price of wheat advances over the price of the previous day A wins \$5 from B, and every day that the price of wheat declines from the price of the previous day B wins \$5 from A. It is admitted that the price of wheat will be higher on the 1st day of January than it is now, but B claims that it will advance more in one day than it will decline in three, and hence that it will decline on more days than it will advance, therefore he wins more than he will lose. After eight days betting B was \$10 ahead.

THE CORNWALL CORN CLEANER.

The new corn cleaner which is illustrated herewith has recently been put on the market by the Barnard & Leas Manufacturing Company after severe tests extending over a period of one and a half years. The makers claim that it never clogs; that by running the corn through the machine once it is thoroughly cleaned. It is dustless and durable and saves the screenings for feed. Corn cleaned by it never grades dirty. It separates the cobs from shelled corn and cleans the corn for market.

The sieves are made of sheet steel, with conical holes, open at the large end, and, therefore, cannot clog. This is a new device, and is covered by a U. S. patent, and is a form of a sieve that will not clog. The corn and cobs pass through an air separation, which removes the chaff, silks, husks, and very light pieces of cobs. It then passes onto the sieves, which removes the small pieces of cobs with the cobs and husks, if any, and the corn then passes into the large air trunk, which removes the shrunken grains and light broken pieces of corn, leaving the corn perfectly clean. The screenings drawn out by the last air separation are caught in the screen box and can be ground into feed. It will effect a saving that will soon pay for the machine. Any further information can be secured by addressing the manufacturers.

WHEAT AND RYE FOR HOGS.

Professor W. A. Henry, of the Wisconsin Agricultural Experiment station, gives the following suggestions in regard to the comparative feeding value of rye and wheat for hogs:

"In all my writings where comparisons are used I wish to be understood as referring to the grains by their actual weight, not by bushel measure. The comparison is, therefore, pound for pound.

"If we were asked to state which was the best food for man—meat, bread or potatoes—it would be impossible to name any one of the three definitely and without qualification. It is reasonable to suppose that though a man might live upon meat only for some time, yet after awhile he would have an intense craving for other food—kinds which probably did not contain so much nourishment and yet for which he had an intense longing. The chemist may find in the meat all of the elements for nourishing the human body, yet the demands of the stomach would not be satisfied with what the chemist announced. It is much the same with our farm stock, and experience shows that our animals do far better upon two or more kinds of feed than upon a single variety. Here at the West corn is so cheap that we have gradually come to feel that there is little need of feeding anything else. The evil effect of exclusive corn feeding is soon apparent, however, and feeders are forced to drift away from it and furnish variety, or suffer serious loss from disease, small litters of pigs, those with little vitality, etc.

"I have no fault to find with corn. It is our best single feed and we must always use it for the main part of the ration with hogs; indeed we cannot make cheap pork without it, but it must be supplemented with other kinds of feed for pigs and shoats up to the time of fattening, when if necessary it can be used nearly or quite alone, though even then I believe a little other feed for variety will prove highly profitable. Shorts is one of the best feeds to mix with corn for swine, because it contains much of the protein portion of the wheat grain. When wheat is cheap, as has been the case for some time past, then feed the wheat for variety.

"Rye differs little from wheat in its chemical composition, being a little poorer in protein. It may be regarded, however, as having about the same value for the feeding of swine as wheat, and should be used in the same way. There have been complaints that rye poisoned hogs, but I cannot see why there is any reason for such a conclusion. Others reported excellent results. Rye is used by millions of people for human food and has been extensively fed to stock both in this country and abroad. I think the feeder who tries feeding a mixture of rye and corn or wheat

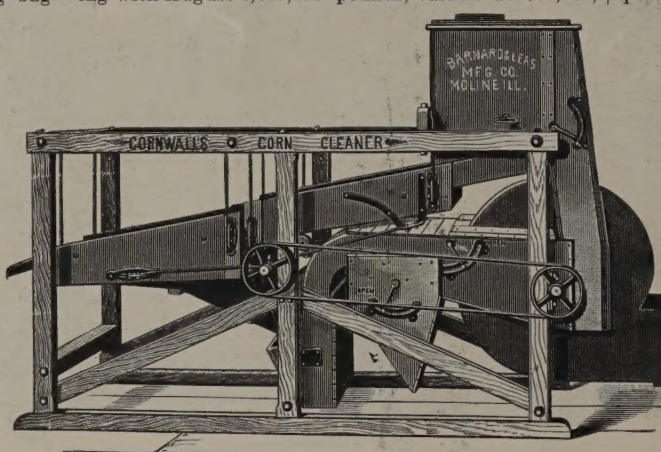
and corn against corn alone will soon see the great advantage in the mixture in both the rate of growth and the better animal frame."

IMPORTS AND EXPORTS OF SEEDS.

Linseed or flaxseed aggregating 31,593 bushels, valued at \$34,913, was imported during the month of August as given by the Bureau of Statistics for September, compared with none imported in August, 1892; and during the eight months ending with August 127,701 bushels, valued at \$159,062, were imported, against 46,794 bushels, valued at \$55,459, imported during the corresponding months of 1892. All other seeds aggregating an amount, valued at \$9,112, were imported in August, against an amount, valued at \$13,292, imported in August, 1892; and during the eight months ending with August other seeds, valued at \$328,496, were imported, against an amount, valued at \$200,457, imported during the corresponding months of 1892.

There were 576,869 pounds of clover seed exported in August, against 113,032 pounds exported in August preceding; during the eight months ending with August 3,253,995 pounds, valued at \$410,227, were exported, against 6,023,317 pounds, valued at \$536,768, exported during the corresponding months preceding.

Cotton seed amounting to 31,800 pounds were exported in August, against 168,200 pounds exported in August preceding, and during the eight months ending with August 2,039,251 pounds, valued at \$21,523,



THE CORNWALL CORN CLEANER.

were exported, against 6,998,982 pounds, valued at \$46,111, exported during the corresponding months preceding.

There were 160,625 bushels of flaxseed exported in August, against 384,021 bushels exported in August, 1892; and during the eight months ending with August 543,608 bushels, valued at \$639,938, were exported, compared with 1,388,485 bushels, valued at \$1,566,304, exported during the corresponding months of 1892.

Timothy seed aggregating 113,186 pounds was exported in August, against 419,029 pounds exported in August, 1892, and during the eight months ending with August 5,440,050 pounds, valued at \$436,802, were exported, against 7,023,445 bushels, valued at \$235,827, exported during the corresponding months of 1892. During the eight months ending with August all other seeds, valued at \$137,520, were exported, compared with an amount, valued at \$122,549, exported during the eight months ending with August preceding.

Barley malt aggregating 111 bushels was imported in August, 1892. None was imported in August of the present year. During the eight months ending with August 1,585 bushels, valued at \$1,932, were imported, compared with 4,137 bushels, valued at \$4,818, imported during the eight months ending with August preceding. Of imported barley malt none was re-exported in August, and none in August, 1892; during the eight months ending with August there was none exported, against 1,191 bushels, valued at \$830, re-exported during the eight months ending with August, 1892.

THE WORLD'S WHEAT CROP.

The *Corn Trade News*, the daily organ of the trade in foreign grain in the United Kingdom, will shortly publish its annual estimate of the world's wheat crop with comparisons. The following is a bare summary of the tabular statement, showing the yield this season in each quarter of the globe, compared with the two former years:

Crops in	1893. qrs.	1892. qrs.	1891. qrs.
Europe.....	167,000,000	171,000,000	153,000,000
The Americas.....	68,500,000	85,000,000	97,000,000
Asia.....	43,000,000	35,000,000	44,000,000
Africa.....	4,500,000	4,800,000	6,000,000
Australasia.....	5,100,000	4,600,000	4,100,000
Total qrs.....	288,100,000	300,400,000	304,100,000

According to the London *Corn Trade List* Europe produced 166,950,000 quarters of eight bushels each in 1893, against 173,720,000 quarters in 1892, 147,260,000 in 1891, and 170,745,000 in 1890. Algeria is credited with producing 2,000,000 quarters, Tunis 450,000, Argentine Republic 6,000,000, Australasia 4,500,000, Asia Minor 4,000,000, Canada 5,500,000, Cape Colony 500,000, Chili 2,750,000, Egypt 1,100,000, India 33,400,000, Persia 2,000,000, Syria 1,500,000, United States 50,000,000, and Uruguay 800,000 quarters, making the total for countries outside of Europe 114,500,000, against 120,770,000 in 1892, 142,650,000 in 1891, and 106,080,000 in 1890.

The total crop of the world is given as 281,450,000 quarters, against 294,490,000 in 1892, 289,910,000 in 1891, and 276,825,000 in 1890. The crop of this year is about 13,000,000 quarters less than last year, when the production of wheat was the largest on record. What the world's present consumption of wheat is it is difficult to say; it probably varies considerably from various causes; but the above record of the crops, which is the most complete yet obtained, will give an approximate idea. The average crop during the six years, 1887 to 1892 inclusive, was 282,000,000 quarters.

There is little doubt that the reserve stocks in the world are considerably larger than at harvest time 1887, in America and the United Kingdom especially; but it is doubtful whether in any other country there is any serious difference. In the United States the visible supply, according to *Bradstreet's* returns, is 4,000,000 quarters more than in 1887, and in the United Kingdom the stocks are about 2,000,000 quarters larger than in 1887. Thus, if we allow 10,000,000 quarters to represent the increase in stocks on Aug. 1, 1893, compared with the same date in 1887, we should find that the average world's consumption in these six years was about 280,000,000 quarters, which may be taken to represent the consumption of the season of 1889-90. But as by the increase in population the bread-eaters of the world naturally require an additional quantity of some 3,000,000 quarters per annum, it will be seen that the world's consumption in 1893-94 will probably not be less than 292,000,000 quarters, while as above shown the yield this year is 281,000,000 quarters.

MIXERS OUT OF WORK.

"I don't see what the mixers are going to do this year for a vocation," was the observation of a local elevator man while in a confidential mood. "You see the new wheat crop is of high grade, and being secured in the best of shape, there is really no room left for the mixing houses. It is seldom that we get such a crop. For two years past, the situation has been such as to make this kind of manipulation very profitable, and a good many men have been engaged in it. Millers are a peculiar lot. Offer them pure low grade wheat and they would turn up their noses at it. But take the same grain, tone it up with a liberal admixture of high grade wheat and they will buy it freely, paying such a price as makes the mixing business one productive of handsome returns. It probably never occurred to them that they could buy the two kinds of wheat and do the mixing themselves."—*Northwestern Miller*.

ELEVATORS AT HEAD OF LAKE SUPERIOR.

The total capacity of the system of elevators at Superior, Wis., and Duluth, Minn., is 27,375,000 bushels. This includes mill elevators having a capacity of 1,425,000 bushels.

The Union Improvement and Elevator Company, whose houses are at Duluth, control five elevators, with a total capacity of 4,900,000 bushels. The capacities of the elevators are as follows: Elevator "E," 800,000 bushels; elevator "F," 1,500,000 bushels; elevator "H," 1,300,000 bushels. warehouse No. 2, 600,000 bushels; warehouse No. 3, 700,000 bushels.

The Lake Superior Elevator Company owns five elevators at Duluth, having a total capacity of 7,750,000 bushels. Elevator "B" has a capacity of 1,000,000 bushels; elevator "C" a capacity of 1,300,000 bushels; elevator "D" a capacity of 1,250,000 bushels; elevator "G" a capacity of 1,750,000 bushels, and elevator "I" a capacity of 1,750,000 bushels.

The Duluth Elevator Company of Duluth owns three elevators at West Superior, with a capacity of 5,000,000 bushels. Elevator No. 1 has a capacity of 1,000,000 bushels; elevator No. 2 has a capacity of 2,000,000 bushels, and elevator No. 3 a capacity of 2,000,000 bushels.

The Great Northern Elevator Company of Duluth owns two elevators at West Superior with a capacity of 3,300,000 bushels. Elevator "A," with a capacity of 1,800,000 bushels, and elevator "X," with a capacity of 1,500,000 bushels.

The Belt Line Elevator Company of Duluth have two elevators at Superior, with a total capacity of 2,500,000 bushels. Elevator "M" has a capacity of 750,000 bushels, and elevator "N" a capacity of 1,750,000 bushels.

The Terminal Elevator Company of Duluth controls two elevators at Superior, with a capacity of 2,500,000 bushels. Elevator "K" has a capacity of 750,000 bushels, and elevator "I" a capacity of 1,750,000 bushels.

The total capacity of the mill elevators at Superior and Duluth amounts to 1,425,000 bushels. Of this amount the "Listman Mill" at Superior has a capacity of 125,000 bushels. The "Lake Superior Mill" at Superior, 300,000 bushels; the "Grand Republic Mill" at West Superior, 250,000 bushels; the "Minkota Mill" at West Superior, 150,000 bushels, and the "Imperial Mill" at Duluth, a capacity of 600,000 bushels.

A SHORT POTATO CROP.

The New York *Homestead* says: "The average condition of potatoes on September 1 for the whole United States is returned by the Department of Agriculture at 71.8, against 86 on August 1, or a decline of over 14 points in one month. A loss of such magnitude in a single month is clearly the result of very general adverse conditions, the chief of which is drouth. Conditions are highest in the Southern, mountain and Pacific states, lower in the Eastern or Middle, and lowest in the Western states.

"This comment of the department is slightly misleading, as the New England crop is returned at 83 to 91 per cent., and New York at 77. The latter is probably under facts. Maine is returned at 80, and while this may fairly represent the average of all the reports from that state, it is not true that Maine will have a surplus of potatoes for market 20 per cent. less than last year. The Aroostook, which is the great shipping section, has an enormous crop, and is already making heavy shipments to the Boston market, which is the cause of the recent decline there.

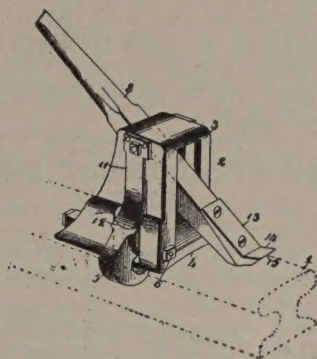
"The report shows that while the acreage devoted to this crop is only 1 per cent. more than last year for the whole United States, in states of largest production the increase is greater. Condition is better than with the serious shortage last year, but the crop is fully one-third under the big yield of two years ago, when we had the largest crop on record.

"It appears that the present potato crop is likely to be somewhat less than the short yield of last season, and it is possible that the *Homestead's* special and final investigation will indicate a crop no greater than was grown in 1890, when the yield was the smallest on record. The average yield for the previous nine years

was about 175,000,000 bushels for the whole United States, and the average selling price for potatoes at the farm in December for the whole United States has for the same period been 53 cents per bushel. It is, of course, too early to set the price at which potatoes will settle down this season, but we are justified in looking for an average of in the vicinity of 60 cents per bushel as the farm value in December, after the early crop is marketed. Certain it is that there are no potatoes in the Central or Western states to be shipped East, and we may have to supply some of the Western markets from New England and York state."

CAR MOVER.

A new car mover has been patented by Peter H. Jacobus, Millstadt, Ill. As is shown in cut the mover consists of a saddle that will fit upon the rail. Grap-



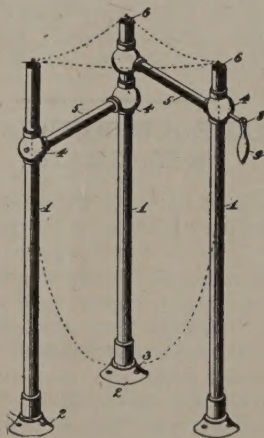
CAR MOVER.

pling hooks with cam surfaces are movably secured within it. Resting upon the cam surfaces is a bifurcated wedge-shaped block which may be moved within the saddle. The lever is movably secured between the bifurcations of this block and springs attached to the outside of the saddle.

New movers are continually being invented, but few of them become popular, and this one appears so heavy as to make it inconvenient for taking from place to place. It will, however, do effective work when placed.

BAG HOLDER.

Letters patent have been issued recently by the United States Patent Office to John S. Kountz of



BAG HOLDER.

Natchez, Miss., for the bag holder illustrated herewith. It consists of three upright hollow standards, with transverse connecting pipes. In the ends of the standards and in the hollow couplings at the ends of the transverse pipes are pins. The transverse pipes contain rockshafts cranked opposite to the couplings and loosely connected with the pins. The shafts are connected in the middle coupling, and one extends and has a handle attached to it so that they may be rotated as desired.

The sack is first attached to the pins in end of standards; when it is filled, those in the couplings are run out by the turning of the shaft and then the sack may be easily removed from the pins in top of standards. When this has been accomplished the weighted handle is allowed to return to its natural position, the pins are drawn into the couplings and the sack unloosed.

GRAIN IMPORTED AND EXPORTED.

According to the latest report of the Bureau of Statistics barley, amounting to 2,300 bushels, was imported in August, against 9,934 bushels imported in August, 1892; and during the eight months ending with August 776,005 bushels were imported, compared with 964,551 bushels imported during the corresponding months of 1892. Corn, aggregating 1,605 bushels, was imported during the eight months ending with August, compared with 873 bushels imported during the corresponding months of 1892. Oats, amounting to 502 bushels, were imported in August, against 720 bushels imported in August preceding; and during the eight months ending with August 16,925 bushels were imported, against 13,185 bushels imported during the corresponding months of the year preceding.

Rye, amounting to 8,455 bushels, was imported during the eight months ending with August, against 49 bushels imported during the corresponding month of the year preceding. Wheat, aggregating 114 bushels, was imported in August, against 26,979 bushels imported in August preceding; and during the eight months ending with August 302,645 bushels were imported, compared with 1,005,597 bushels imported during the eight months ending with August preceding.

Of imported barley we re-exported none in August, against 5,000 bushels re-exported in August preceding; and during the eight months ending with August we re-exported 28,983 bushels, compared with 86,505 bushels re-exported during the corresponding months of the year preceding. We re-exported no oats in August and none in August, 1892; and during the eight months ending with August there were none re-exported, compared with 3,073 bushels re-exported during the corresponding months of 1892.

No rye was re-exported in August and none in August, 1892; during the eight months ending with August we re-exported 35,900 bushels and re-exported none during the corresponding months of 1892. No wheat was re-exported in August, against 71,865 bushels re-exported in August, 1892; and during the eight months ending with August 197,177 bushels were re-exported, compared with 1,666,596 bushels re-exported during the corresponding months of 1892.

INCREASING THE EFFICIENCY OF GAS ENGINES.

A California inventor claims to have increased the efficiency of gas engines by means of certain changes in the construction hitherto regarded as mechanically essential. In this case the engine has a double-acting piston adapted to take in the combustible mixture and compress it on either side of the power piston, there being an electric igniter for igniting the combustible charge. On opposite sides of the power piston are pistons drawing in the combustible mixture, one of these being connected by a tubular piston rod with a rectangular frame acted on by a quadrant cam on one of the drive wheel axles; the other piston has two piston rods, one of which is tubular, the rods passing through stuffing boxes in the cylinder head, and being connected with a rectangular frame which incloses a quadrant cam secured to the other drive wheel axle. At the top of the cylinder is a valve chest, with gas and air passages and a gas pump, and in the under side of the cylinder are ports covered by a valve chest, in which is a double exhaust valve to open and close the ports alternately, the rod of the valve being connected with an eccentric rod embracing the eccentric on one of the drive wheel axles. On the frame of the engine is located a battery, one pole of which is connected with contact plates and the other pole with a switch. To start the engine gas is drawn by the pump from the supply pipe and forced into the cylinder, already containing sufficient air to form an explosive mixture, and the charge is ignited by the automatic making and breaking of electric contacts.

Broom corn valued at \$11,571 was exported during August, against an amount valued at \$6,136, exported in August, 1892; and during the eight months ending with August broom corn, valued at \$110,487, was exported, against an amount, valued at \$74,396, exported during the corresponding months ending with August preceding.

A NEW NORTH DAKOTA SCHEME.

Nearly all of the Minnesota grain commission firms have recently received an interesting communication from the state railroad commission of North Dakota, which suggests a new departure in grain handling. There is a political flavor about the communication that is suspicious. The North Dakota railroad commission proposes that the grain commission firms in Minneapolis and Duluth shall deposit bonds in the sum of \$10,000 each with the railroad commissioners of North Dakota as a surety against loss to shippers from that state. The letter admits that the state has no legal right to demand such an instrument, and inasmuch as the circular letter says that the name of any firm depositing the bond will be heralded broadcast over North Dakota by the country papers of that state, it leads the grain men to argue that the scheme is purely political, and that the railroad commissioners wish to pose before the farmers of that state as being wide awake and progressive—certainly progressive.

The grain men are more amused than hurt by the request. They refer to the record of past years to show that the loss to shippers through irresponsible grain firms has been trivial, and they suggest that if the state of North Dakota is going into the bond business on behalf of the shipper, that it would be no more than fair to exact bonds from the shipper to protect the commission firm against mortgaged wheat, storage tickets and overdrafts.

The following is a copy of the letter that has been received by Minneapolis firms. It bears date of September 5, but was not sent out until this month:

STATE OF NORTH DAKOTA.

Office of Board of Railroad Commissioners, Bismarck, N. D., Sept. 5, 1893. *Dear Sir:*—Owing to the agitation over the financial reliability of grain commission merchants soliciting consignments of grain from this state, a number of Minneapolis and Duluth commission merchants have voluntarily offered to file bonds with this office indemnifying against loss the parties consigning grain to them.

While the matter is not strictly within the jurisdiction of the board of railroad commissioners, at its last meeting the board agreed to accept all such bonds filed with this office, and to acquaint the shippers of the state, through the state newspapers, of the names of those furnishing such bonds.

As the bonds already filed are in the sum of \$10,000, that amount is suggested to those desiring to furnish bonds. It is not necessary that the sureties shall be residents of the state of North Dakota, and the bond of any reliable surety company will be accepted by the board.

As the filing of such a bond will establish confidence in the commission house furnishing it, and the fact be widely advertised, it is unnecessary to point out the advantage to the commission merchants. A blank bond is inclosed, which you may fill out and forward to this office.

By order of the board of railroad commissioners.
FINLAY GRANT, Secretary.

The grain men are not slow to pronounce the statement in the letter that "a number of Minneapolis and Duluth commission merchants have voluntarily offered" their bonds a falsehood. The circular reads as if these "voluntary" offerings had suggested to the railroad commissioners that it would not be a bad idea to have the movement general, and in the opinion of the grain men this is the weak point of the circular, as, in their opinion, it reveals its political character. The bond the railroad commissioners so innocently suggest as proper reads as follows:

STATE OF NORTH DAKOTA.

COMMISSION MERCHANT'S BOND.

Know all men by these presents, That...and...and...of the county of..., and state of..., as principals, and...of the county of..., and...of the county of..., and state of North Dakota, as sureties, are held and firmly bound unto Peter Cameron, Nels P. Rasmussen and B. B. Stevens, commissioners of railroads of the state of North Dakota, in the penal sum of...dollars, good and lawful money of the United States, well and truly to be paid to the state of North Dakota, and for the due performance and payment of the same, we bind ourselves, our heirs, executors and administrators firmly by these presents. In witness whereof we have hereunto subscribed our names and affixed our seals this...day of...189...

The conditions of this obligation are such that whereas, the principal hereof is a grain commission merchant doing business at the city of...in the state of..., soliciting consignments from various people in the state of North Dakota, of grain for sale on commission. Now in case the said...shall not well and

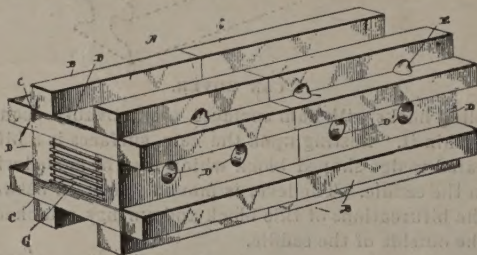
faithfully perform his duties to any person, persons or corporation of the state of North Dakota who shall confide grain to him for sale and disposal, or fail to promptly remit to such person, persons or corporation all proceeds thereof, less his commission and proper charges to be retained, then the above obligors are to make the deficiency good.

Now, therefore, if the said...shall faithfully and lawfully perform their duties as commission merchants as aforesaid, and comply with all the laws relative thereto, then this obligation to become null and void, otherwise to be and remain in full force and effect.

Blanks for notary accompany the bond. In view of this new departure in business methods, the grain men suggest that the jobbers in dry goods shall be called on to give a "dry goods jobbers' bond" to the state of North Dakota that cotton goods sold to merchants in that state have no wool in them, and vice versa, and that the whole line of trade shall be put under bonds to thus keep the peace. Commission firms will pay no attention to the circular, as they regard it as a means by which the North Dakota railroad commissioners hope to "whip them into line" and thus claim a little political popularity for their wisdom and sagacity.

DRYING ATTACHMENT FOR CORN CRIBS.

Joseph Welch of Delphos, O., has recently been granted a patent for the device illustrated herewith



DRYING ATTACHMENT FOR CORN CRIBS.

for attaching to a corn crib for hastening the drying of the corn contained.

The device is a ventilator that may be put in any and as many parts of the crib as is desired.

The end of the ventilator is covered with iron grating as is shown at G in illustration. This is uncovered so that air can freely enter the square air spout. The spout has two strips on each side to keep the corn from coming in contact with and closing up the openings in the sides of the spout, and thus preventing the free circulation of the air through the spout and the corn.

SPONTANEOUS COMBUSTION IN WET GRAIN.

In the course of last year the overflow of the Elbe in the Torgau district of the Saxon Duchy of Meissen caused a great deal of grain that was warehoused in an unthreshed condition in barns or kept in stacks to be thoroughly soaked, some stacks lying under water or being partially immersed for several days. After the floods had subsided, six barns that contained soaked grain and were situated in four different places were burnt down. These buildings and their contents were insured in different companies for a collective sum of 290,000 marks, or about £14,000. At first the fires were attributed to spontaneous combustion, but the inquiries on the spot of the insurance companies threw doubt on the spontaneity of the flames, and ultimately Dr. Märker of the University of Halle, who is director of the laboratory of the Central Agricultural Society of the Prussian Province of Saxony, was called in as an expert. After personal investigation on the spot of the disaster, and many experiments in his laboratory, the professor pronounced against the spontaneous combustion theory, giving it as his opinion that spontaneous combustion in soaked and unthreshed grain was, under the circumstances, all but impossible.

The first subscriber guessing nearest to the amount of wheat exported from the United States during January, 1894, as reported by the Bureau of Statistics of the agricultural department gets the prize—\$50.

EXPERIENCE OF AN OAT EXPERT.

Fred Andrews, the genial and popular oat expert, returned this week from Chicago, where he received a hearty, in fact, warm welcome, having been on the Board of Trade at the time the shooting affair occurred. His friends, says the *New York Produce Exchange Reporter*, have prepared the following touching and pertinent lines on the occasion:

"Out in the windy city, upon the Board of Trade,
One morning Freddie Andrews his deft appearance made;
To corner certain cereals, he thought he saw a chance,
Which would enable him to view the great "Midway Plaisance."

Then in the open gallery, high up above the floor,
A stranger quickly entered and heard the loud uproar
(He was a sorry specimen, a longish hair galoot),
And whipping out his blunderbuss straightway commenced to shoot.

Oh, there was pandemonium, the brokers quick skedaddled,
They did not care for puts and calls but left the market straddled,
They fell o'er one another in their scramble to the street;
There ne'er was such excitement since Old Hutch cornered wheat.

Now Freddie was a peaceful man and didn't want to fight;
He doubtless thought discretion knocked valor out of sight;
So, crawling 'neath a table, he lay down on the floor
And said, "If I get out of this I won't come here no more."

He left as soon as possible that situation grim,
And now he says that Plainfield is good enough for him.
Should he ever in the future feel tempted from this rule,
He'll buckle on his razor and seek the Mission School.

THE RUSSIAN FLAX TRADE.

The following particulars of the flax trade in Russia in 1892 are from the annual report of J. Michell, British consul at St. Petersburg:

The whole quantity of flax exported from Russia in 1892 was 194,322 tons, as against 182,774 tons in 1891, showing an increase of 6.3 per cent. The increased exportation of flax is said not to have been attributable to the abundant crop of 1892, seeing that increased shipments took place only during the first three months of the year, those during the latter months falling comparatively below the exports of the preceding year, but entirely to an increased demand abroad, accompanied by a rise of prices. Stocks from former years, and the whole of the crop of 1891, were exported at the beginning of the year and toward autumn. All the principal flax markets proved at the end of the year to have been exhausted.

According to the statistics published by the Central Statistical Committee of St. Petersburg, the crop of flax in 1892 of the whole of the Russian Empire, excepting the region of the Trans-Caucasus, yielded 277,921 tons; the yield in 1891, 1890 and 1889 having been respectively 251,503 tons, 292,762 tons and 315,865 tons. Out of the 12 provinces which form the flax growing area of Russia, the yield was greater in 1892 than in 1889 only in five of these provinces, while in the remaining seven the decrease in the crop was more or less considerable. It should also be borne in mind that increased crops were only obtained in those provinces in which flax is grown for seed and where the fiber has no value in the market.

The quantity of flax shipped in 1892 from St. Petersburg to ports in the United Kingdom was rather less than that exported in 1891. A large quantity, however, was dispatched in the winter by rail to Revel and thence shipped to Great Britain. The total quantity of flax exported from St. Petersburg during the past year to all countries reached 45,564 tons, and 1,169 tons of tow and codilla. The former is the largest quantity of flax dispatched from St. Petersburg during the last 12 years, with the exception of 1888, when the export of the article in question from St. Petersburg attained 48,388 tons.

The *San Francisco Commercial News* says: Quite an impetus has given interest in the barley market by a reduction of freights overland to 65 cents per cental from terminal points in this state, and the purchase by an exporter of a large lot for shipment East in that way. For many months the rail rate has operated against overland business, and by lowering the tariff the railroad has opened the only avenue through which this article has not for some time found free outlet. At the same time, exports are large.

A NEW CANADIAN GRAIN PORT.

Only grain shippers themselves know anything about the trials and tribulations which Manitoba shippers have had to submit to in exporting our surplus cereal products, says a Manitoba exchange. Railway blockades, customs, difficulties and troubles at terminal elevators have been such as to make the exporter weary of existence. A great deal of this difficulty has grown out of the fact that our wheat has been exported through a foreign country. In the season of navigation from Montreal there is not the same difficulties in the way, but when this port becomes closed the shippers have been obliged to ship via New York and Boston. The first trouble comes in the customs regulations, as the grain must be bonded in passing through the United States. This necessitates special regulations in breaking bulk at terminal points, bonded bins, bonded elevator, etc.

Another great difficulty has been in the grades. Shippers have been absolutely unable to secure separate storage for the different grades of wheat, from the railway and handling companies. Last year, for instance, while there were a dozen different grades of Manitoba wheat, the forwarding companies could only be induced to provide separate storage space for two grades. While some factions here were clamoring for more grades, shippers were unable to handle the grades already existing.

The citizens of St. John, New Brunswick, have been working for some time to secure grain handling facilities at that port. They have at last taken the matter in their own hands, and have erected an elevator of 300,000 bushels' capacity, with the hope of attracting a portion of the grain trade to their port. The port of St. John is open all the year round, and the harbor and shipping facilities are good. While the elevator is not a large one for storage purposes, it is large enough to handle a large quantity of grain and store in quantities to make up cargo lots. It is to be hoped that the difficulties experienced by shippers will be considerably reduced by the opening of this Canadian winter port for the export of grain. The elevator rates, as reported by the St. John Board of Trade, will be as follows: $\frac{1}{2}$ cents a bushel for grain stored from November 15 to May 15, and after that $\frac{1}{2}$ cent a bushel for each succeeding 10 days. Oats will be charged $\frac{1}{2}$ cent per 34 pounds, and all other grain $\frac{1}{2}$ cent for single 10 days' storage, and $\frac{1}{2}$ cent per bushel for each succeeding 10 days. Turning grain will be done for $\frac{1}{2}$ cent per bushel and mixing for $\frac{1}{2}$ cent per bushel.

WANT TO SPECULATE WITH OTHER MEN'S MONEY.

The wheat growers of Eastern Oregon have outlined a plan by which they hope to afford the farmers of that region relief from existing financial conditions, and have addressed the following circular to the Board of Trade of San Francisco. It explains itself:

PENDLETON, ORE., Sept. 15, 1893.

To the Wholesale Merchants and Bankers of the Pacific Coast States—Greeting: A convention of 500 wheat raisers, representing Eastern Oregon and the Walla Walla district of Eastern Washington, met at the City of Athens, Umatilla county, Ore., September 10, to consult upon the interests of the wheat raisers of the Inland Empire in the present money stringency.

The convention resolved by a unanimous vote that to compel wheat growers to sell their crops at the present prices would result in universal ruin to them; that if they could hold their wheat till December 15 the price would appreciate above the cost of production, and the crops would sell for enough to pay off the debts due the country merchants and banks and leave a slight margin for the farmers to live upon during the coming year.

The undersigned were appointed a committee by the convention to lay these facts before the wholesale merchants and bankers of the Pacific coast and to gently request them to refrain from pushing collections against country merchants in Eastern Oregon and Eastern Washington until after January 1, 1894.

In pursuance of the duty assigned us we make the above statement of facts and conditions, and respectfully urge you, so far as in your power, to give

your country debtors of the mercantile class until January 1 next, to settle their indebtedness to you.

This request is unusual, but conditions are extraordinary. A merchant should not be compelled to sell his goods for less than cost, nor should a farmer be forced to part with his wheat for a price less than the cost of production.

There is no real price for wheat in this section now. Small lots have been sold for 28, 32 and 35 cents per bushel—figures below cost of raising it, but farmers cannot sell at these prices without absolute ruin. We believe prices for wheat will rise 10 to 20 cents a bushel within ninety days.

CORNERED TONNAGE AT SAN FRANCISCO.

Another attempt has been made to corner the wheat market of the Pacific coast. The last effort of the kind was made in 1882, and it came to grief, resulting in losses of millions of dollars to its projectors and almost swamping the Nevada Bank. George W. McNear of San Francisco, who is said to have dropped \$1,000,000 in that deal, kept right along in the grain business after the collapse and has for years been known as the grain king of California. He is the man who engineered the recent corner, though he denies the corner. One day last month 36 vessels chartered for grain were in the harbor at Port Costa. Of these 26 were chartered by McNear and the others by three other firms. As soon as the grain shippers learned that McNear controlled the tonnage in port messages were flashed across the continent to England calling for information as to the whereabouts of the white-winged fleet that has usually sailed through the Golden Gate at this time of the year. The answers were discouraging. The vessels were engaged elsewhere and could not be secured for months.

"It brought us to a realization of our helplessness," said one of our most prominent wheat brokers. Mr. McNear has got the whip hand. Wheat is lower now than it has ever been, but he can send it lower if he is so disposed. It is all simple enough. As he is the only man who can send his wheat away, he is the only man who will want to buy. Nothing can be done in the present condition of the money market.

The financial stringency has helped McNear in his efforts to control the market. Farmers failing to secure loans from the banks on wheat have been forced to sell at about the rates that would have been realized at forced sales. Only at a few of the larger warehouses were they able to get money sufficient to purchase bags. McNear saw all this, and with the knowledge of the whereabouts and engagements of wheat ships understood that tonnage would be in strong position, would in fact control wheat, hence his move.

He must make his deal in the next three months or he will be pinched. Ships will begin to come in and freights will drop like a shot. In a few words, Mr. McNear is betting that the hard times will continue for the next few months and he is taking advantage of the demand for money.

To operate on the gigantic scale that the grain king is at present attempting calls for an immense sum of money.

Well-informed men say that at least \$2,000,000 is needed. Just where McNear is obtaining the hard cash is what is bothering the financial world, because farmers can get no advances on wheat in warehouses. It is more than suspected that some banks, heedless of what shattered the Nevada Bank in the Dresbach deal, have been advancing the necessary funds. McNear is too shrewd and cautious a man to attempt a corner of the grain market without absolute assurances of plenty of cash. He was taught a lesson in the deal of 1882, when he was supposed to have dropped \$1,000,000 and paid up every cent of it. Under the charter he has twenty days to load the smaller ships and thirty days to load the larger. If he fails to fulfill his contract in that time he is charged a demurrage of 8 cents per day for each registered ton up to the amount agreed on for the charter and all damages arising from detention.

Mr. McNear is by birth a Scotchman. He is short, sturdy and red faced, with a solid looking head and square shoulders. He began life as a small commis-

sion merchant in Petaluma, Cal., handling farm produce. Along in the sixties he started in the grain business in San Francisco, and despite some heavy losses made a great deal of money. He is not a brilliant operator, working very cautiously and with great secretiveness. Nobody is ever aware of what he is about until his schemes are consummated.

In his many big transactions he has always displayed a steady nerve and clear brain, and even when he has lost he has made no sign of distress.

Once he attempted to do the same thing with cargoes, and they dropped suddenly, costing him a million. This time he may have made closer calculations. If he succeeds it will mean a fortune for him. If he loses it will drop him to the extent of about \$3,000,000. To win, McNear is compelled to keep freights up. The stringency in the money market helps him. But suppose the banks should decide to lend money on wheat. He would be gone. That's the chance he takes.

WONDERFUL ACCEPTANCE OF WEIGHTS.

It is so seldom that railroad companies will accept shippers' weights that many of our readers will be surprised to learn of an agreement made between the superintendent of the Western Railway Weighing Association and several hundred grain dealers and millers in the territory of that association. The agreement is as follows:

"WITNESSETH: That the undersigned, in consideration of the several railroads with whom we do business, agreeing to accept the weights furnished on bills of lading on our shipments, so far as their lines are concerned, and billing out our shipments on basis of such weights, also to accept our weights on shipments received by us, do hereby agree to furnish to the said lines correct gross weights, and to allow the said George L. Carman, superintendent, or his duly authorized representative, to inspect our invoice and other necessary books, to verify the weights furnished by us to the several railroad companies on our bills of lading.

"It is also agreed that where errors are made by us in billing this property, as shown by our invoices, the said George L. Carman, superintendent, will have authority to bill against us for amount of discrepancy at the full rate on said property from point of shipment to destination.

"And the said George L. Carman, superintendent, hereby agrees that he will have weighed and billed out according to actual weights, all shipments from such millers and grain dealers as do not sign his agreement, or conform to its requirements after same has been signed."

STORAGE RATES AT TOLEDO.

The Toledo and Wabash Elevator Company of Toledo, O., recently issued the following notice:

Until further notice, on all sound grain, our elevating charges, including storage for ten days or any part thereof, are one-half of a cent per bushel, and for each succeeding ten days or any part thereof a storage charge of one-fourth of a cent a bushel.

Owing to the prevailing low prices of grain, and wishing to utilize our storage room, we are making the exceedingly low rates for a reasonable amount of grain of grades not below No. 3, for winter storage (exclusive of elevating charges) from Sept. 15, 1893, to April 15, 1894, inclusive, the same as the summer rate, except in cases where storage has accumulated, as follows, on and after

Sept. 15, 1893, to April 15, 1894, 4 cents a bushel.

Oct. 1, 1893, to April 15, 1894, $\frac{3}{4}$ cents a bushel.

Nov. 1, 1893, to April 15, 1894, 3 cents a bushel.

Dec. 1, 1893, to April 15, 1894, $2\frac{1}{2}$ cents a bushel.

After which there will be no further storage charged until and including April 15, 1894.

I. E. HAVILAND, Supt.

The Cincinnati, Hamilton & Dayton elevators at Toledo are not included in the list of elevators making the 4-cent rate from September 15 to April 15, etc. The Union, Wabash and Lake Shore companies all agreed to it.

It is generally conceded that the late financial panic, which operated to make the securing of money with which to carry wheat in the speculative market more difficult, has been one of the elements tending to depress the price.—*Faribault (Minn.) Republican.*

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WOULD NOT DO WITHOUT.

Editor American Elevator and Grain Trade:—I like your paper very much and would not be without it. I think every elevator agent and grain buyer ought to keep posted on what is being done in his line of business, and he can do this fully by reading the AMERICAN ELEVATOR AND GRAIN TRADE. I inclose \$1 for one more year's subscription.

Yours truly,
EDW. F. BOLTE,
Agent Monarch Elevator Company.
Elliott, N. D.

STILL AT THE OLD STAND.

Editor American Elevator and Grain Trade:—In one of your late issues of the AMERICAN ELEVATOR AND GRAIN TRADE it was announced that our firm had dissolved partnership. It was correct in one sense only. One of the members retired from the firm, but the balance of us are at the old stand trying to do more business than ever before. Judging by the publicity given to the item in all directions the AMERICAN ELEVATOR AND GRAIN TRADE must have a wide circulation.

Yours truly,
STUDABAKER, SALE & CO.
Bluffton, Ind.

PLAN OF PROPOSED BOARD OF TRADE CLEARING HOUSE.

Editor American Elevator and Grain Trade:—The object of the proposed new clearing house is to receive and hold in trust for members of the Chicago Board of Trade all contracts for future delivery until their maturity, and by so doing do away with "rings," "settlements," "offsets" and "differences," and bring down a Board of Trade transaction to the level of ordinary understanding.

The clearing house will also eliminate risks just as a farmer is relieved from risk after he has bought a pig and then resold it. Everybody with sense is in favor of the change, but nobody wants to lead.

Yours truly,
ROBT. LINDBLOM.
Chicago, Ill.

HAY AT LOUISVILLE.

Editor American Elevator and Grain Trade:—We send you the rules governing the official inspection at Louisville and report the condition of the market as follows: A good demand exists for the best grades of timothy hay and prices are firm; if receipts continue as light as for the past week or two, some advance may be looked for; prices ruling at present (October 10) are: Choice timothy \$13.50, No. 1 \$12.50 to \$13.00, No. 2 \$11.50 to \$12.00. No demand for common mixed hay; prices range on this from \$8 to \$11. The following are the inspection rules:

Choice timothy hay shall be pure timothy, sound and sweet, good bright color and cut at proper time and well cured.

No. 1 timothy hay shall be timothy, sound and sweet, good color, and to contain not over one-sixth of either clover or red top, and to be free from wood and briars.

No. 2 timothy hay shall be timothy, sound, good color, and to contain not over one-fourth of either clover or red top.

Mixed hay; timothy, red top and clover, mixed, that will not grade No. 2.

No grade; musty, mouldy, stained, and containing white top or weeds.

No. 1 prairie hay shall be sound and sweet, fine in texture, good color and free from flags, willows and coarse grasses.

No. 2 prairie hay shall be sound and sweet, fine in texture and free from flags, willows and coarse grasses, but off in color.

Fees allowed and to be paid by the party demanding the inspection, viz.: For carload lots, 30 cents

per carload. For carload lots, reinspection, 50 cents per carload additional. For hay on levy, same rate as carload lots. For loose hay in wagons, 10 cents per load.

Yours,
LOUISVILLE, Ky.
CALLAHAN & SONS.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—Business the past month has not been up to that of August, although several have no cause to complain. The market has ruled inactive, and plenty of spot stuff has been obtainable at prices under what it would cost to ship, as is generally the case with the Boston market.

RECEIPTS FOR SEPTEMBER.

Articles.	1893.	1892.
Cotton Seed Meal, bushels.....	650	650
Corn, bushels.....	582,711	635,458
Wheat, bushels.....	401,069	578,295
Oats, bushels.....	1,041,532	570,607
Rye, bushels.....	1,590	6,175
Mill Feed, tons.....	3,336	5,563
Oatmeal, sacks.....	2,790	1,120
Oatmeal, barrels.....	4,563	2,385
Cornmeal, barrels.....	9,505	16,226
Barley, bushels.....	8,883	2,680
Malt, bushels.....	80,310	107,845
Hops, bales.....	406	372
Peas, bushels.....	1,217	2,600
Flour, barrels.....	124,149	159,985
Flour, sacks.....	193,081	178,269
Hay, cars.....	1,729	771
Straw, cars.....	92	68

EXPORTS FOR SEPTEMBER.

Articles.	1893.	1892.
Wheat, bushels.....	671,999	364,294
Corn, bushels.....	293,687	264,739
Oats, bushels.....	19,593	19,593
Peas, bushels.....	825	825
Buckwheat, bushels.....	4,158	4,158
Cornmeal, barrels.....	580	298
Oatmeal, barrels.....	5,616	330
Flour, sacks.....	246,514	259,863
Flour, barrels.....	30,304	32,798
Mill Feed, tons.....	6,268	6,268
Hay, bales.....	41,217	41,217

H. P. Howland, grain dealer at Spencer, Mass., was burned out September 13. The firm of Cressey, Noyes & Co. dissolved September 23. J. H. Cressey continues the business under the name and style of J. H. Cressey & Co., and F. A. Noyes has formed a co-partnership with B. L. Colby to be known as Noyes & Colby. A. J. Clare and D. F. Parker have joined the matrimonial ranks. Ed Kilduff and Henry Jenkins started for the World's Fair together, but Ed got home first with the dust of the different states on his shoes, and Henry showed up later with the dust but no shoes and concedes Kilduff the better walker.

Yours, etc.,
BUNKER HILL.

TARIFF WAR BETWEEN GERMANY AND RUSSIA.

Editor American Elevator and Grain Trade:—The center of this war is the large town Moskau, with the many manufacturers, who are willing to sacrifice anything for their fatherland if they can only turn out the competition and obtain high prices from their own neighbors. These people will, however, not only turn out the foreign country Germany, but they desire as well to be free from the competition of the German Polnic town of Lodz. For years there has been a war between the two places. One has already gone so far as to examine the working people in Lodz as to their knowledge of the Russian language; many have been sent away, but quite the same Lodz is still able to compete.

Mr. Twanjschenkow of the Moskau Zeitung, who is the principal agitator in this war, already confirms that Russia has not only no need of a duty arrangement, but in his opinion, the duty war has brought direct advantages to the Russian grain production, as in consequence the government had been induced to take several measures in favor of the farmers. He writes: "Should some people be anxious because the prices for grain are declining, it is quite without reason; on the contrary, the prices are rising in the ports and in the interior markets of Russia. The reason for this circumstance is partially the effect of rain, partially the opening of new markets for Russian grain. In all events, the first dangerous period of the price reduction has been overcome." Mr. Twanjschenkow expects very much from the commercial connections with Switzerland, which country had in-

deed until now only bought oats of bad quality, but which would, without doubt, buy other grain as well if better acquainted with the Russian markets. Should these hopes indeed be realized their fulfillment will not alter in any way the present bad situation of the farmers.

The *Finanzbote* writes: "The inactivity and stagnation of the trade in our interior markets is still existing without change and prices are inclined to go farther downward." Mr. Schekulin, Adelsmarchall of the estate Kursk, writes: "The present times are very unfavorable for the farmers. After two crop failures, one had hoped for this year a good turnout. Farmers thought they would have not only enough, but enough as well to cover the losses of preceding years. The crop is not as good as expected. The grain has much straw and few kernels. Moreover, prices, in consequence of the duty war between Germany and Russia, are lower than ever before. There are newspapers which see only the best in this war. One thinks that the farmers can bear everything, and that they will bear the present troubles from love for their fatherland. But that is rather an illusion. They are obliged to bear the trouble, because no one will buy the grain. They are obliged to sell below value, and farmers shall once more await privation after a series of bad crops and failures."

The manufacturing concerns, being anxious that in the discussion about the matter in Berlin, the Russian Government might make certain concessions in consequence of the bad situation of the farmers, have poured upon the financial minister a great many petitions. The discussion about an arrangement will begin in Berlin on the 2d of October. No doubt all people expect very much from this interview, as it is impossible for both parties to bear this war a long time.

Yours truly,
WILHELM MUHLE.
Hamburg, Germany.

REVIEW OF HAMBURG GRAIN MARKET.

Editor American Elevator and Grain Trade:—Our market is without change, being still very flat. Only good qualities of white oats, with prompt shipments, are demanded. About September 11 prices went momentarily upward, on account of higher quotations from America. All the same, however, there were no more buyers in the market for maize. People here in general are convinced that the American crop is a good one, and besides, the Roumanian crop is not without importance for this market. The newspaper *Donau* says the Roumanian crop has resulted in 1892-93 to 21,184,260 hectoliters (2,837 bushels) of wheat, 2,714,760 hectoliters of rye, 12,561,980 hectoliters of barley, 5,383,140 hectoliters of oats. Rye is at present quiet, without large transactions. Wheat is very flat and American No. 2 red winter wheat has been sold f. o. b. river boat at Mkr 119@118 M. The stock of wheat here is still extensive.

The duty war with Russia does not influence the Hamburg and Berlin market. The oats crop in Roumania is large as to quantity and shows good qualities, as do also the exports from America. Our market is about the same, although the oat crop in Germany has not been so small for years. The rye and wheat crop has turned out well in Germany. The same will supply our markets tolerably well, and eventually American wheat, La Plata, etc., will be at hand.

All the Russian grain bought on contracts before the beginning of the duty war is here protested, and public sales take place nearly every day. The Dutch ports are said to be quite full, from grain protested in Germany.

One is already of the opinion now in Russia that shortly an arrangement will be made between Germany and Russia. St. Petersburg grain exporting firms, for instance, were asked for offers of oats for France, and replied to await better prices and the end of the duty war. Also buyers here are of this opinion and transactions of oats for the terms following October are very few. During late times the writer has several times been asked for California barley.

Wheat, flat Elber, new crop, 128@130 marks (a mark is equivalent to 23.8 cents in U. S. money); M. 140@145, duty paid; Holstein and Mecklenburg, new crop) 128@130 M., 144@150 M., duty paid; Holstein and Mecklenburg, old crop, 130 M., 156@158 M., duty

paid. Wheat in transit, Walla Walla, 116@120 M. per 1,000 kilos (a kilos is equivalent to 2.21 pounds); La Plata, 114@120 M. per 1,000 kilos; Donau, 105@110 M. per 1,000 kilos; Kansas No. 3, 118@122 M. per 1,000 kilos; Kansas No. 2, 122@124 M. per 1,000 kilos; spring wheat No. 3, 118@120 M. per 1,000 kilos; red winter wheat No. 2, steamer grade, 116@118 M. per 1,000 kilos; sail grade, 118@120 per 1,000 kilos. Rye, quiet; Holstein and Mecklenburg, 122@128, 135@145 duty paid; in transit, Danubian, 102@105 M. Barley, Holstein and Mecklenburg, 135@150 M. per 1,000 kilos; Saale, 185@220 M. per 1,000 kilos; in transit, Bohemian, 155@200 M. per 1,000 kilos; Danubian, 85@110 M. per 1,000 kilos. White oats, Elber, Holstein and Mecklenburg, new crop, 160@170 M. per 1,000 kilos; old crop, 180@200 M. per 1,000 kilos; in transit, American, 120@125 M. per 1,000 kilos; Roumanian, 121@130 M. per 1,000 kilos. Maize, mixed corn No. 2, 95@96 M. per 1,000 kilos; Cinquantin, 100@102 M. per 1,000 kilos; Danubian, 88@90 M. per 1,000 kilos. Buckwheat, Holstein and Mecklenburg, 140@150 M. per 1,000 kilos; in transit, American, 136@138 M. per 1,000 kilos; French, 128@130 M. per 1,000 kilos. Peas, Baltic and Canadian, duty paid, 155@162 M. per 1,000 kilos. The above prices per kilos are f. o. b. river boat.

Very truly,
Hamburg.

WILHELM MUHLE.

Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

No. 9. Where Can Buckwheat Be Secured.—I would like to be informed through the columns of the AMERICAN ELEVATOR AND GRAIN TRADE where I can buy buckwheat and what price I must pay for it.—M. GREGSON, Miller, Austin, Minn.

No. 10. What is the Best Grain Scale.—We would like to have the opinion of elevator men as to what is the best and most reliable automatic grain weighing machine. We wish to get one and would like one that would register correctly. By complying with the above you will greatly oblige.—D. MCINTYRE, Enderby, B. C., Canada.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the fifteen weeks ending October 7 for the three last years was as follows:

	1898.	1892.	1891.
St. Louis.....	7,530,000	15,927,000	14,083,000
Toledo.....	7,079,000	16,463,000	13,988,000
Detroit.....	4,091,000	3,729,000	3,990,000
Kansas City.....	5,600,000	12,267,000	5,432,000
Cincinnati.....	491,000	1,069,000	1,513,000
Winter wheat.....	24,791,000	49,455,000	39,006,000
Chicago.....	8,387,000	25,830,000	24,083,000
Milwaukee.....	3,502,000	5,334,000	2,894,000
Minneapolis.....	13,518,000	17,043,000	14,435,000
Duluth.....	10,990,000	11,439,000	12,089,000
Spring wheat.....	36,397,000	59,646,000	53,501,000
Winter wheat.....	24,791,000	49,455,000	39,006,000
Total, 15 weeks.....	61,188,000	109,101,000	92,507,000

Ed Partridge says of his recent brief but expensive campaign on wheat: "I have been fitting up a store on State street, and so far it has cost me just about \$60,000 more than it ought to. When I was in New York to buy goods the people I traded with never failed to ask me what I thought about wheat. I told them that I was bearish. They said they didn't agree with me; that they felt, as investors or merchants, wheat was a better buy than sale. To tell the truth, I found out that most of them had a little wheat here or there. I heard the same sort of talk on Wall street. I became infected myself with this mercantile view of the situation and got along. It cost me about \$40,000 before I found out I was wrong, and then about \$20,000 more to get out after I found I was wrong."

CROP CONDITIONS.

MISSOURI, HARRIS, SULLIVAN Co.—Wheat is both poor in quality and in yield. We are compelled to ship in all of our wheat. A little 60 pound wheat was raised, but the crop will not average over 54 pounds. C. W. GRAHAM.

ILLINOIS, ATHENS, MENARD Co.—Wheat will average about 10 bushels per acre. All of it grades No. 3. I do not know of a farmer in the country who has raised No. 2. Oats are excellent, yield good, and averaged about 30 bushels to the acre. Corn is very fair, and good considering the dry weather we have had. Will average 40 bushels to the acre. FERD WALTHER.

IOWA, ROCK RAPIDS, LYON Co.—Wheat is in good condition, but small. The acreage will average 16 bushels. Oats will run 20 bushels to the acre. The quality is better than last year. Barley will average 14 bushels to the acre. It is not an average as to quality. The corn crop is excellent. We have never had such a crop in our section of the country. THOMAS BUTON.

WASHINGTON, PALOUSE CITY, WHITMAN Co., September 23.—The present crop of wheat will be about an average one. The harvest has been delayed by the late spring and wet weather, and is fully five weeks later than a year ago. The receipts of new crop wheat at warehouses have been light up to the present time. Harvest will be completed, I think, by October 15. W. F. CHALENOR.

OHIO, PARIS, STARK Co., October 6.—The wheat acreage is about an average one, and yield 25 to 30 bushels to the acre. The quality is the best we have had in years and will weigh 61 to 62 pounds to the bushel. Farmers are marketing all we can receive. We are paying 62 cents. The corn crop is short, the ears small and hard. The acreage of oats is about an average. The yield is good and quality excellent. DAVID MOTTS.

ILLINOIS, ATWOOD, PIATT Co.—Wheat acreage was greatly reduced by being winter killed. Quality of that harvested is only moderate. Very little good wheat, and I doubt if any will grade No. 2. Corn will be about one-half crop. The quality is good. Oats acreage was large and full up to the average. The quality is excellent and will weigh from 35 to 40 pounds to the bushel. Hay is light crop. Little baled at this station.

WASHINGTON, PALOUSE VALLEY.—The grain yields of the Palouse Valley seem to improve as harvest progresses. The average which was at first 30 bushels per acre, has run close to 35. This is owing to the fact that crops in the western part of the valley, where they mature earliest, are always lighter than farther east, where the wheat matures more slowly and has a better chance for full development. Fall sown wheat about Pullman and Colfax is making 40 bushels to the acre very easily.

IOWA, EAGLE GROVE, WRIGHT Co.—Wheat is small acreage, yield will average 18 bushels to the acre, and the quality is fair. The average weight is 56 pounds. One-half will grade No. 3, and the balance No. 2. Flax crop is above the average in quality and yield. The yield per acre averaged 10 bushels to the acre. We do not use the flax straw. Hay is the best we ever had in yield and quality. Corn is the best we ever raised, being at least 5 bushels above any crop we have ever had. The corn acreage was at least 10 per cent. greater than any year preceding. Oats acreage average; yield about 25 bushels to the acre, and average weight about 26 pounds to the bushel. F. H. SCOTT.

IOWA, BROOKLYN, POWESKIEK Co.—Wheat is principally winter wheat and fair quality; yield below the average; acreage very small. Oats are very light, will weigh from 25 to 28 pounds on the test scale. Occasionally we have a load that is heavier. We have had some that weighed 31 pounds. Corn acreage is about the same as last year, or about an average acreage. Quality will be good. There is a great amount of old corn in the country about us. The farmers have at least 25 per cent. of the last crop on hand. Clover and timothy seed are very fine, but little is raised. No hay will be shipped this year, although the crop was very good. Barley and rye are not raised to any extent. W. T. HOLMES.

IOWA.—The following is an advance summary of the biennial census of Iowa crops made by the township assessors under the law passed two years ago—the first report made under it: Land in farms—Improved, 25,024,117 acres; unimproved, 5,186,377 acres; total, 30,210,494 acres. Winter wheat sown in the fall of 1892 (harvested in '93), amounted to 233,553 acres. Spring wheat harvested in 1892, 660,240 acres. There was a decrease of 6 per cent. in the acreage of spring wheat this year, compared with 1892. Estimated acreage of wheat (winter and spring) harvested this year, 854,189 acres. Making allowance for towns from which returns were not complete, the land in corn in 1892 was 5,469,946 acres. There was an average increase this year of 10 per cent. The area plant-

ed this year was, therefore, 6,016,940 acres. The area in oat, in 1892 was 3,997,737 acres, this season's acreage 4,197,623. The acreage in 1884 was 3,054,127.

STATE OF GOOD FORTUNE, FELICITY, GOOD LUCK COUNTY.—The quality of the information in the only journal published exclusively in the interests of the grain trade is excellent, and the quantity is large, so that subscribers will get their money's worth whether they secure the \$50 prize in the guessing contest or not. Each reader of the AMERICAN ELEVATOR AND GRAIN TRADE knows how many bushels of wheat were exported from this country last January, but none are supposed to know how many will be exported during the next January. If you think you know the amount, or are good at guessing fill out the guessing ticket published elsewhere in this issue and send it to Mitchell Bros. Co., 184 Dearborn street, Chicago.

ILLINOIS.—The weather crop bulletin of the Illinois Weather Service gives the following as the condition of the crops for the state of Illinois for the week ending October 2. The ground is generally in excellent condition for fall plowing, and this work is being vigorously pushed. Considerable seeding has been accomplished, but this work has been retarded somewhat by the heavy rains, particularly in the Southern division. In some sections seeding has been finished. Some farmers have delayed sowing owing to the presence of grasshoppers. Grain lately sown will also be greatly benefited by the rains. The reports indicate that the yield of corn, except in a few counties, will be greater than was anticipated some weeks ago, and the quality will also be good. This crop is now being cut, and in some locations cribbed.

OHIO.—Northern section.—The early sown wheat is up, looking fairly well; late sown up looks sickly and uneven, owing to the dry, cold winds. Corn cutting is finished. Potatoes are nearly all dug, with light yield. Middle section.—Corn is nearly all cut, and husking is in progress in some localities. Wheat is being largely sown in corn ground, and seeding is well advanced; early sown wheat is coming up, but in somewhat uneven. Clover hulling is progressing rapidly, the yield being fair. Potatoes are nearly all dug; crop light. Fall plowing nearly completed. Southern section.—Corn cutting is well along, some is in shock, and in several counties will be ready to husk the first week in October. Wheat sowing is well advanced; early sown is up and doing nicely. Some wheat being sown on corn land. Potatoes about all dug, crop short.

KANSAS.—Secretary Mohler of the state Agricultural Department in a report issued October 7 says: The reports made to this office by the regular correspondents for the month ended September 30 with regard to wheat, rye, oats and barley are final. With respect to corn an estimate is made of the probable yield. The low corn product of the state reported by correspondents is due chiefly to the severe ordeal to which the plant was subjected during the intensely heated period in September. The high temperature continuing several weeks in that month, and the arid condition of the soil cut short the late corn in all portions of the state, and some of the earlier has also been lightened. Wheat (winter).—The total area sown in the state, 4,909,972 acres; acres harvested, 2,617,694; total winter wheat product, 24,881,448 bushels; yield per acre on area harvested, 9.5 bushels; percentage of area sown which was harvested, 53.3. Spring wheat area sown in the state, 200,901 acres; acres harvested, 35,118; produced on area harvested, 208,239 bushels; yield per acre on area harvested, 5.92 bushels; percentage of area sown which was harvested, 17. Oats.—Total area sown in state, 1,758,127 acres; total product, 28,194,717 bushels; yield per acre, 16.03 bushels. Rye.—Area sown in state, 198,717 acres; total product, 1,068,019 bushels; yield per acre, 5.34 bushels. Barley.—Total area sown, 201,378 acres; total product for state, 467,882 bushels; yield per acre, 2.32 bushels. Corn.—Total area planted in state, 6,227,067 acres; acres reported worth harvesting, 4,621,162; total probable product for the state, 113,585,652; bushels yield per acre on acres worth harvesting, 24.57 bushels; yield per acre on total area planted, 18.09 bushels. The condition of balance of crops growing in the state are reported as follows: Broom corn compared with average 65, alfalfa 70, prairie grass 68, sorghum 66, potatoes 51, millet 72. In the eastern belt 41 per cent. of area designed for fall wheat is reported sown October 1, in the central belt 28 per cent., and in the western belt 11 per cent. The recent rains have assured a good stand of wheat this fall and have encouraged farmers to seed a large area. The rains have also improved greatly the outlook for fall and winter feed, and in a general way the prospects for the future have been much improved.

GOVERNMENT CROP REPORT.—The October returns to the statistician of the Department of Agriculture makes the general condition of corn 75.1, against 76.6 for last month, or 79.8. October for 1892; the falling off in condition is the result of the continued drouth which has prevailed since June, and was not broken in the corn belt until the latter end of September. The drouth was most severe in the principal corn producing states. The averages of condition in these states are as follows: Ohio 70, Indiana 61, Illinois 65, Iowa 93, Missouri 60, Kansas 64, Nebraska 65. The returns of yield per acre of wheat indicates produc-

tion of about 11.3 bushels, being 1.7 bushels less than last October estimate. The rate of yield in New York is 14.5 bushels, Pennsylvania 14.0, Ohio 15.0, Michigan 13.0, Indiana 14.2, Illinois 11.4, Wisconsin 13.3, Minnesota 9.1, Iowa 11.5, Missouri 9.5, Kansas 9.4, Nebraska 8.7, South Dakota 8.6, North Dakota 9.5, California 11.2. Highest rate of yield in the New England, Western, extreme Western and Mountain states, and lowest in the Central, West and Southern states. The small yield is the result of the drouth during the fall, which caused poor germination and growth, the severe winter following causing considerable winter killing. The low condition in many states is the result of the dry spring. The yield would have been much less had not much of the worthless wheat been plowed up and the ground put in other grains. The quality in the Eastern, Southern and Pacific states is up to an average, while in the states from which the commercial supplies are obtained it is below an average. The states reporting the lowest averages as to quality are: Kentucky 86, Illinois 80, Wisconsin 85, Iowa 88, Missouri 73, Kansas 75, Nebraska 84. The average yield of oats as consolidated is 23.5 bushels, against 24.5 last year. The last report of condition was 74.9, against 78.9 the same month last year. The average of the estimated state yields of rye is 13.3, against 12.7 last year. The average yield of barley is 21.7, against 23.7 last year. The condition of buckwheat is 73.5, against 77.5 last month, and 85.6 Oct. 1, 1892. The condition of potatoes is given at 71.2, a loss of only 6-10 of a point since the last report. But three October conditions have been lower in the last decade, of 1887, 1890 and 1892.

IMPORT AMERICAN CORN.

The total exports of corn to all countries aggregated 5,910,930 bushels in July, against 2,703,251 bushels in July, 1892. During the seven months ending with July the exports aggregated 31,343,370 bushels, compared with 59,569,596 bushels exported during the corresponding period of 1892. Corn aggregating 1,124,199 bushels was exported to the United Kingdom in July, compared with exports of 787,811 bushels in July, 1892, and during the seven months ending with July 1,891,225 bushels were exported, against 26,849,273 bushels exported during the corresponding months of 1892. To Germany the exports of corn during July amounted to 871,735 bushels, against 643,821 bushels in July, 1892, and during the seven months ending with July the exports amounted to 3,616,661 bushels, compared with 12,653,883 bushels exported in the corresponding months of 1892. The exports of corn to France during July amounted to 200,000 bushels, compared with none exported in July, 1892. During the seven months ending with July 1,226,534 bushels were exported, compared with 1,922,632 bushels exported during the corresponding months of 1892. We exported to other countries in Europe 1,276,175 bushels of corn in July, against 388,885 bushels in July, 1892, and during the seven months ending with July the exports were 5,285,658 bushels, compared with 14,173,195 bushels exported during the corresponding months of 1892.

We exported to the British North American Possessions 2,025,515 bushels in July, against 149,165 bushels in July, 1892, and during the seven months ending with July the exports aggregated 6,427,596 bushels, compared with 1,733,145 bushels exported during the corresponding months of 1892.

The exports of corn to Mexico during July amounted to 147,993 bushels, against 535,282 bushels in July, 1892, and during the seven months ending with July the exports amounted to 2,258,129 bushels, compared with 1,130,652 bushels for the corresponding period of 1892. The exports of corn to Central American states and British Honduras amounted to 11,866 bushels during July, against 8,266 bushels in July, 1892, and during the seven months ending with July the exports were 129,561 bushels, compared with 90,745 bushels exported during the corresponding months of 1892. The exports to Cuba in July were 144,301 bushels, against 117,379 bushels in July, 1892, and during the seven months ending with July 675,730 bushels were exported, compared with 588,383 bushels exported during the corresponding months of 1892. We exported to Puerto Rico 1,884 bushels of corn in July, against 4,744 bushels in July, 1892, and during the seven months ending with July the exports amounted to 16,814 bushels, compared with 39,017 bushels for the corresponding period of 1892. There were 947 bushels of corn exported to Santo Domingo during the seven months ending with July, compared with 2,563 bushels exported during the seven months ending with July, 1892. To the other West Indies and Bermuda 66,718 bushels were exported in July, against 45,440 bushels in July, 1892. During the seven months ending with July 352,251 bushels were exported, compared with 315,819 bushels exported during the corresponding months of 1892.

To South America the exports aggregated 36,661 bushels in July, against 20,347 bushels in July, 1892. During the seven months ending with July the exports aggregated 347,459 bushels, compared with 54,970 bushels exported in the corresponding months of 1892. To other countries during the seven months ending with July the exports amounted to 14,805 bushels, against 15,319 bushels exported during the corresponding months of 1892.

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, O., during the 5 weeks ending October 7, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	2,232,600	5,441,100	1,962,700	3,606,200
Corn, bushels.....	630,200	747,600	607,100	458,800
Oats, bushels.....	59,800	38,600	82,300	11,500
Rye, bushels.....	53,700	133,900	27,100	110,100
Clover seed, bags.....	46,942	12,055	31,808	4,065
Flour, barrels.....	12,611	10,696	168,800	171,678

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 5 weeks ending October 7, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	139,000	342,750	99,000	154,160
Corn, bushels.....	803,050	928,950	222,050	304,250
Oats, bushels.....	2,274,800	1,842,550	1,982,700	1,483,800
Barley, bushels.....	66,500	115,550	35,000	35,200
Rye, bushels.....	3,600	26,100	1,800	14,050
Mill Feed, tons.....	2,425	182	5,292	804
Hay, tons.....	4,130	3,860	1,188	980
Flour, barrels.....	57,800	18,450	53,260	20,550
Spirits & Liquors, bbls.	925	291	25,025	31,928
Syrup & Glucose, bbls.	1,969	930	27,710	5,609

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the 5 weeks ending October 7, as compared with the same period of the preceding year, were, according to Geo. H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	2,604,302	5,167,760	516,188	2,377,203
Corn, bushels.....	2,256,185	1,273,850	1,682,272	797,374
Oats, bushels.....	1,221,745	1,036,185	368,853	409,848
Barley, bushels.....	117,518	211,400	2,703	28,235
Rye, bushels.....	17,527	285,654	19,488	243,877
Grass Seed, sacks.....	5,108	8,238	.....	.....
Flaxseed, bushels.....	69,785	121,280	45,109	33,734
Hay, tons.....	11,485	16,139	1,767	4,765
Flour, barrels.....	112,172	165,153	289,922	319,048

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the 5 weeks ending October 7, as compared with the same period of the preceding year, were, according to Geo. M. Lane, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	1,483,719	1,299,198	1,105,960	732,386
Corn, bushels.....	169,474	147,171	23,109	47,583
Oats, bushels.....	231,903	295,681	50,484	60,014
Barley, bushels.....	2,655	70,418	.....	6,395
Rye, bushels.....	12,763	61,406	12,247	44,421
Flour, barrels.....	16,610	18,744	14,575	18,734

RECEIPTS AT BUFFALO.

The following table shows the receipts at Buffalo, N. Y., during the past fourteen years from the opening of navigation to September 30:

	Flour, Barrels.	All Grain, Bushels.	Flour and Grain, Bu.
1893.....	6,258,992	90,494,129	121,789,089
1892.....	6,574,445	92,346,612	125,218,837
1891.....	4,140,451	79,776,521	100,478,776
1890.....	3,739,111	64,472,756	83,168,311
1889.....	2,956,343	62,509,670	77,291,385
1888.....	3,302,248	55,221,034	71,732,274
1887.....	2,739,493	60,746,740	74,444,202
1886.....	3,166,703	53,427,169	69,010,684
1885.....	1,606,879	37,214,208	45,248,603
1884.....	1,667,302	37,606,439	45,942,944
1883.....	1,508,154	48,657,469	56,198,419
1882.....	1,196,254	34,531,725	40,572,995
1881.....	728,678	46,151,519	49,793,909
1880.....	877,878	78,722,617	83,112,007

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 5 weeks ending October 7, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	1,873,317	2,031,973	246,591	494,692
Corn, bushels.....	122,850	120,100	1,800	71,537
Oats, bushels.....	1,212,000	781,063	536,865	446,220
Barley, bushels.....	1,916,800	1,634,802	594,587	654,338
Rye, bushels.....	154,400	323,979	62,200	177,966
Grass seed, pounds.....	275,700	46,400	286,504	33,290
Flaxseed, bushels.....	114,982	34,580	535	9,180
Hay, tons.....	1,404	767	485	10
Flour, barrels.....	145,685	168,974	264,118	327,930

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of September, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Buffalo Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipments by Canal.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	6,588,638	12,847,190	5,219,944	4,063,282
Corn, bushels.....	5,593,996	5,384,680	1,763,949	1,107,592
Oats, bushels.....	3,863,743	1,572,120	585,782	235,121
Barley, bushels.....	64,465	79,910	49,786	9,982
Rye, bushels.....	32,500	182,580	None	Not restd
Grass seed, bags.....	9,900	11,160	None	Not restd
Flaxseed, bushels.....	726,634	813,600	*28,911,052	*35,579,540
Broom corn, lbs.....	Not restd	Not restd	Not restd	Not restd
Hay, tons.....	Not restd	Not restd	Not restd	Not restd
Flour, barrels.....	1,882,840	1,447,790	1,170	7,706

*Quoted in pounds.

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco during the month of September, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, centals.....	1,701,340	1,197,101	1,881,788	1,107,240
Corn, ".....	48,847	24,497	5,159	6,722
Oats, ".....	69,922	95,186	6,325	2,282
Barley, ".....	594,276	467,319	419,119	305,338
Rye, ".....	3,997	5,371	.....	.....
Hay, tons.....	16,196	15,255	.....	.....
Flour, bbls.....	166,899	119,483	85,657	100,254

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending October 7, as compared with same weeks last year, have been as follows:

	For the week ending Oct. 7.		For the week ending Sept. 30.	
	1893.	1892.	1893.	1892.
Wheat, bu.....	931,000	2,022,000	1,247,000	1,874,000
Corn.....	1,089,000	622,000	633,000	491,000
Oats.....	346,000	218,500	753,000	332,000
Rye.....	.....	59,000	.....	93,000
Flour, bbls.....	280,000	374,500	361,000	342,000

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 5 weeks ending October 7, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
Wheat, bushels.....	7,703,550	8,295,050	1,112,850	1,905,570
Corn, bushels.....	213,190	150,120	66,820	59,575
Oats, bushels.....	481,240	588,940	202,120	240,800
Barley, bushels.....	549,400	623,710	242,830	187,070
Rye, bushels.....	17,880	51,150	10,130	35,160
Flaxseed, bushels.....	313,390	53,390	195,160	23,010
Hay, tons.....	3,047	5,240	102	20
Flour, barrels.....	20,131	14,903	951,623	983,674

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, October 7, 1893, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany	3,000	45,000	3,000		
Baltimore	965,000	243,000	182,000	21,000	
Boston	153,000	305,000	28,000		20,000
Buffalo	1,499,000	376,000	234,000	16,000	114,000
do afloat					
*Chicago	19,239,000	3,327,000	971,000	197,000	151,000
do afloat					
Cincinnati	6,000	6,000	14,000	10,000	
Detroit	1,196,000	12,000	30,000	6,000	54,000
do afloat					
Duluth	3,552,000			5,000	42,000
do afloat					
Indianapolis	283,000	26,000	57,000	2,000	
Kansas City	470,000	9,000	17,000	7,000	
Milwaukee	717,000		25,000	42,000	257,000
do afloat					
Minneapolis	6,750,000	25,000	22,000	3,000	128,000
Montreal	508,000	1,000	95,000	40,000	51,000
New York	15,100,000	206,000	1,006,000	52,000	5,000
do afloat	421,000	123,000	11,000	8,000	20,000
Oswego	110,000	17,000	214,000	2,000	
Peoria	614,000	233,000	119,000		
Philadelphia	5,041,000	87,000	86,000	6,000	3,000
do afloat					
Toledo	1,685,000	187,000	36,000	21,000	
Toronto	71,000				26,000
On Canals	2,280,000	822,000	162,000	70,000	
On Lakes	2,615,000	2,797,000	590,000	25,000	498,000
On Miss. River		6,000	2,000		
Grand total	63,275,000	8,805,000	3,938,000	470,000	1,509,000
Same date last year	51,256,000	11,316,000	7,214,000	887,000	1,296,000

*Estimated from the best data available in advance of official figures.

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of July was graded as follows:

Railroad.	White.			Hard.			Red.			No G'de.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	2			64	207		45	169	66	6
C. R. I. & P.	1	1		34	181		38	160	57	1
C. & A.	1	1		30	59		5	295	117	13
Illinois Central	1	2		10	16		63	164	36	3
Freeport Div.					17					1
Galena Div. N. W.				29	34		1	20	11	1
Wis. Div. N. W.		1					3	4	1	
Wabash	2	1		1			25	125	142	8
C. & E. I.	1			1	2		60	82	16	10
C. M. & St. P.				3	400		1	14		
Wis. Cent.										
C. Gr. Western	3			4	19		58	15	4	1
A. T. & S. Fe.				22	598		197	60	21	
Through & Spec	1			2	178		186	143	47	21
Total each grade	2	11	5	200	1706		682	1231	518	65
Total W. wheat										4,426

Railroads.	Northern.	2			No Grade	White.			Mixed Wheat.
		2	3	4		2	3	4	
C. B. & Q.		33	54	13				11	2
C. R. I. & P.		1	39	15				4	1
C. & A.									
Illinois Central									
Freeport Div.									
Galena Div. N. W.		9	144	28					
Wis. Div. N. W.									
Wabash									
C. & E. I.									
C. M. & St. P.		1	149	4					1
Wis. Cent.									
C. Gr. Western		1	10	2				25	
A. T. & S. Fe.									
Through & Special		26	1	1				10	
Total each grade		72	414	64	19			40	4
Total sp. wheat									613

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C. B. & Q.	1,184	191	94	38	2,882	698	132	5
C. R. I. & P.	698	119	26	14	1,508	593	79	1
C. & A.	531	117	177	48	473	124	51	
Illinois Cent.	1,289	153	249	99	487	97	120	4
Freeport Div.	179	65	43	11	370	132	42	
Gal. Div. N. W.	654	215	45	22	891	596	263	8
Wis. Div. N. W.	2	14						
Wabash	249	381	62	81	74	158	81	
C. & E. I.	54	23	25	5	85	15	5	1
C. M. & St. P.	330	47	39	4	1,355	224	106	
Wis. Cent.								
C. Gr. Western	82	50	21	1	214	99	52	
A. T. & S. Fe.	215	128	51	29	187	190	26	
Th'gh & Spec	30	8			34	13	3	2
Total each grd	5,497	1,508	830	352	8,560	2,941	961	31
Total corn								20,670

OATS.

Railroad.	White.			2	3	White Clipped.		No G'de.
	1	2	3			1	2	
C. B. & Q.	627	310	231	30			2	1
C. R. I. & P.	330	787	90	86			1	1
C. & A.	171	26	172	18				5
Illinois Central	607	101	555	28				
Freeport Div.	87	319	36	40				3
Galena Div. N. W.	306	1,185	88	79			7	26
Wis. Div. N. W.	26	47	6				2	
Wabash	198	42	178	14				2
C. & E. I.	1	146	3	260	8			2
C. M. & St. P.	291	737	68	67			2	1
Wisconsin Central		1	1					
C. G. Western	46	100	18	28				2
A. T. & S. Fe.	205	30	103	5				
Through & Special	25	6	7	8				2
Total each grade	1	3,065	3,694	1,807	418		14	45
Total oats								9,044

RYE.				
Railroad.	1	2	3	No Grade.
C. B. & Q.			35	5
C. R. I. & P.			16	3
C. & A.			4	
Illinois Central			1	
Freeport Div.			14	5
Galena Div. N. W.			43	14
Wisconsin Div. N. W.			9	2
Wabash			1	
C. & E. I.			1	
C. M. & St. P.			17	3
Wisconsin Central				
C. G. Western			5	2
A. T. & S. Fe.			1	1
Through & Special			13	8
Total each grade			158	46
Total rye				207

BARLEY:									
Railroad.	Bay Brewing.		Chevalier.		No Grade.	Total No. Cars by Each Road.			
	3	3	2	3		4	5		
C. B. & Q.	8	29	11	5				7,190	
C. R. I. & P.		91	46	3	1			5,029	
C. & A.		1						2,439	
Illinois Central								4,086	
Freeport Div.		139	10	1				1,523	
Galena Div. N. W.		302	49	6	2			5,080	
Wis. Div. N. W.		30	125	49	8			337	
Wabash								1,828	
C. & E. I.								755	
C. M. & St. P.		350	50	8	2			4,271	
Wisconsin Central		5	7					21	
C. G. Western			39	4	2			908	
A. T. & S. Fe.		1	3		1			2,068	
Through & Spec'l			17	10				805	
Total each grade	39	1,063	271	30	8			36,370	
Total barley						1,410			
Total all grain								36,370	

FLAXSEED AT CHICAGO.

The monthly receipts and shipments of flaxseed at Chicago during the past twenty months, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1893.	1892.	1893.	1892.
January	396,550	782,650	323,261	296,355
February	187,550	556,050	232,555	200,884
March	367,950	592,900	338,257	223,395
April	232,650	547,800	660,506	702,589
May	190,300	309,650	401,359	743,930
June	86,900	563,750	448,742	577,002
July	140,800	612,700	250,091	806,375
August	414,700	729,300	841,606	1,009,113
September	1,881,550	761,750	1,195,733	974,668
October		1,452,000		1,150,685
November		1,395,350		1,365,880
December		743,050		228,060
Total	3,898,950	9,046,950	4,187,110	8,278,936

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during September, 1893 and 1892, of seeds, hay and broom corn:

Repts.	Timothy lbs.	Clover lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1893	9,795,429	1,372,325	667,144	1,935,175	399,040	32,090
1892	9,184,489	304,151	480,534	837,881	839,650	17,484
Shipments						
1893	12,041,444	1,343,343	882,542	1,292,064	520,599	8,024
1892	7,364,357	158,798	1,747,954	891,087	969,517	1,452

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since September 15 has been as follows:

September.	NO. 2 RED W. WHEAT.		NO. 2 SFG W. WHEAT.		NO. 2 CORN.		NO. 2 OATS.		RYE.		BARLEY.		FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	67 1/2	68	67 1/2	67 1/2	40 1/2	41 1/2	29	30 1/2	46	...	50	51	103	103 1/2
16	68 1/2	69	68 1/2	69 1/2	40 1/2	41 1/2	28 1/2	29 1/2	46	...	48	52	102 1/2	103
17														
18	68 1/2	68 1/2	68 1/2	68 1/2	40 1/2	40 1/2	28 1/2	29 1/2	46 1/2	...	50	52	102	102 1/2
19	67 1/2	68	67 1/2	68 1/2	40 1/2	40 1/2	29	29 1/2	46 1/2	...	51	52	102	103 1/2
20	67	67 1/2	66 1/2	66 1/2	40 1/2	41	29	29 1/2	45 1/2	...	48	53	102	103 1/2
21	66 3/4	67 1/2	67 1/2	67 1/2	40 1/2	41 1/2	29	30	45 1/2	45 1/2	48	54	102 1/2	104
22	67	67 1/2	67	67 1/2	41 1/2	41 1/2	29 1/2	31	46	...	50	51	103 1/2	104
23	68 1/2	67 1/2	66 1/2	66 1/2	40 1/2	41 1/2	...	...	46	47	50	54	103 1/2	104 1/2
24														
25	66 1/2	66 1/2	65 1/2	66 1/2	40 1/2	41 1/2	30 1/2	31	46	...	53	54	104	105
26	66	66 1/2	65 1/2	66 1/2	40 1/2	41 1/2	29 1/2	30 1/2	46	46 1/2	48	50	105	106
27	66 1/2	67	66 1/2	67 1/2	40	4 1/2	30 1/2	31	46	46 1/2	50	53	106	
28	65 1/2	65	65 1/2	66 1/2	39 1/2	39 1/2	30	31	46 1/2	...	50	58	106 1/2	106
29	66	66 1/2	66 1/2	66 1/2	39 1/2	39 1/2	30	30 1/2	6 1/2	...	50	53	105	106 1/2
30	66 1/2	66 1/2	66 1/2	66 1/2	40	40 1/2	30	...	47	...	50	58	104 1/2	105 1/2
1														
2	66	66 1/2	66	66 1/2	39 1/2	40 1/2	29	30	47	...	42	46	103 1/2	104 1/2
3	65	66 1/2	65 1/2	66 1/2	40 1/2	40 1/2	29 1/2	30	47	...	45	50	103	103 1/2
4	64 1/2	65 1/2	64 1/2	65 1/2	40	40 1/2	29	30 1/2	46	...	47	50	103	103 1/2
5	64 1/2	65 1/2	64 1/2	65 1/2	40 1/2	40 1/2	30 1/2	30 1/2	46	...	50	55	104	103 1/2
6	64 1/2	65	64 1/2	65	39 1/2	40 1/2	30	31	46	...	52	58	103	103 1/2
7	64 1/2	65	64 1/2	...	...	...	30	...	...	...	48	53	103	...
8														
9	*													
10	63 1/2	64 1/2	64	64 1/2	39	39 1/2	29 1/2	30	44	...	46	50	103 1/2	104 1/2
11	63 1/2	64 1/2	63 1/2	64 1/2	38 1/2	39 1/2	30	30 1/2	44	...	47	53	104	105
12	63 1/2	64 1/2	63 1/2	64 1/2	38 1/2	39 1/2	29 1/2	30 1/2	43	...	50	54	104 1/2	105
13	62 1/2	62 1/2	62 1/2	63 1/2	38 1/2	38 1/2	29	29 1/2	42	...	48	53	104	105
14	62 1/2	62 1/2	61 1/2	62 1/2	37 1/2	37 1/2	28 1/2	29 1/2	42	...	52	54	103 1/2	104



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., OCTOBER 15, 1893.

EDISON'S STANDARD WHEAT DOLLAR.

We regret to see that some of our thoughtless contemporaries are endorsing Thomas A. Edison's plan of doing away with both gold and silver and establishing wheat dollars for both. "What we need is a new standard of value," says Mr. Edison. "I think that the best dollar could be made out of compressed wheat. You take a bushel of wheat and squeeze the water out of it and then compress it into a hard cake the size of a silver dollar, and stamp the government mark upon it. That would represent actual value and labor performed, and then you could eat your dollar, for when you wanted to use the wheat all that would be necessary would be to put your money to soak. We should then have the bushel of wheat as a permanent unit of value, which all farmers would appreciate, and the currency of the country would represent actual worth of labor performed. Both gold and silver could then be dispensed with and the present bimetallic problem solved. Our currency, moreover, would be as good as gold or silver in foreign exchange, for our wheat goes to all the countries of the world."

We regard this as a dangerous and discriminating scheme, aimed at the prosperity of a large share of our fellow citizens. It is, in fact, intended to give an artificial value to the leading product of Minnesota and the Dakotas, as against the leading product of other states. In the name of Iowa, Nebraska and Illinois and their corn, we protest. Likewise in behalf of the rye of Wisconsin and the buckwheat of New York, we protest. We want no discrimination against corn. If we are to have free coinage of wheat, we want free coinage of corn. Doubtless Edison's scheme looks ultimately to the demonetization of either spring or winter wheat, and his plan should be refused consideration unless he admits corn, both white and yellow, to the

same privileges he would accord No. 1 hard. It is true that foreigners would not accept our corn dollars as freely as our wheat dollars; for they won't eat corn. But we could adopt the suggestion of a learned Senator and use the wheat dollars for foreign exchanges and the corn dollars for home consumption. Give us corn dollars, and plenty of them.

NEW CLEARING HOUSE SCHEME FOR FUTURE TRADES.

Mr. Robert Lindblom has devised a new clearing house plan for future trading, which he briefly describes on another page. The object of the plan is to do away with settlements, rings, etc., and strip board of trade transactions of features which are peculiar to them and unknown in ordinary business transactions. But the principal merit of his plan is that it eliminates risks. Every contract is left intact until it is canceled by actual delivery or offset by its maturity. By so holding in trust all contracts, it would be impossible for a trader to incur a loss after he was once even or ahead, by fluctuations in the market. The principal features of the plan are similar to those of the coffee exchange at Havre, where a contract is as good as a certified check. Mr. Lindblom's plan should be adopted. It would protect traders and give a security to transactions which is too often lacking under present methods.

DOCKAGE FOR FUTURE SHRINKAGE.

Dockage for future shrinkage is still practiced at terminal elevators, so a speculator can hold grain as long as he wishes, and the country shipper must bear this part of his load. Country shippers may not take pleasure in thus assisting the speculators to keep the grain in store to depress prices, but they continue to do this very thing without protest. The shrinkage of the great quantity of last year's wheat which is still in store continues, and the terminal elevator men are compelled to increase the dockage of current receipts to keep their house square with the holders of storage certificates.

The dockage could be made just as easily and with more certainty at time wheat is removed from the house than at time it is received, as is done at present. In justice to the shipper it should be done this way.

MINNESOTA'S STATE ELEVATOR.

The argument in the injunction suit brought by Henry Rippe against the Minnesota State Railroad and Warehouse Commissioners to prevent them from proceeding further with the State elevator project at Duluth, has been heard and decided by Judge Willis. After a two days' hearing the judge refused to issue the injunction, and therefore no obstacle now exists in the way of completing this experiment in state socialism.

The view taken by the judge and the attorneys for the state, was that such an exercise of power by the legislature as that contemplated by the enabling act was not forbidden by the constitution of Minnesota. The fact was lost sight of that no such use of the legislative power was thought possible when the state constitution was framed. If it is within the power of the Minnesota legislature to go into the grain business for the benefit of farmers, it is clearly within the function of the state to go into the farming business, or the milling business, or into any department of industrial and commercial activity for the benefit of all or a portion of its citizens. Such a declaration of legislative function would be bad enough, but the present instance is still worse. Not only is the right of the state affirmed to go into such business as it sees

fit, but the further right is added of taxing one class for the benefit of another; for the elevator is to be built of money raised from inspection fees. A legislative despotism is created which assumes a right of taxation on one class not for the general good, but for a special other class, and to enter into competition with private business.

Such views and such precedents are dangerous; and the only defense of the people is that the outcome of such experiments will be so uniformly disastrous that legislators will be deterred from the exercise of such legislative powers as this erroneous construction of the constitution would confer upon them. But the case ought to get to the Supreme Court of the United States in some way. While that body has decided that the modern methods of handling grain are affected with public interest, that is a far different matter from the state going into the handling of grain itself.

HOW MUCH WHEAT WILL WE EXPORT IN JANUARY?

The subscriber of the AMERICAN ELEVATOR AND GRAIN TRADE who first fills out and sends to us a guessing ticket, cut from this journal or the *American Miller*, bearing a number nearest to the amount of wheat exported during January, 1894, will receive the sum of fifty dollars.

No guesses will be accepted after Jan. 1, 1894. No guesses will be accepted from non-subscribers. The number of bushels exported, according to the February report of the Bureau of Statistics, will be accepted as correct.

We propose to continue to improve this journal and to make each succeeding number more valuable to the readers than the last. We feel confident that many members of the grain trade who are not now subscribers will not do without this journal after taking it for a year, hence this offer of fifty dollars. Subscribe and try your hand at guessing. Even if you do not get the first prize, we promise you that you will get twelve prize numbers of the only journal devoted exclusively to the interests of the grain trade.

GERMAN MARKETS FOR AMERICAN GRAIN.

A perusal of the communication published in this issue from our Hamburg correspondent will convince our readers that America has an excellent opportunity to dispose of a large quantity of grain in the German markets. The tariff war between Germany and Russia, the country from which it has secured heretofore most of the foreign breadstuffs consumed, continues, and cannot be ended until the Reichstag meets in November. Even if the members are inclined to make a new treaty it will then be too late to admit much of the crop of 1893, as ice-bound waterways and high rail freight rates will prevent shipping until the season of navigation opens up next year, so the time is very favorable for the grain exporters of this continent to get a hold on the German trade.

Last year Russia exported to Germany flax and other fibers valued at \$14,156,942, cereals valued at \$89,504,898, of which \$21,420,000 was rye. This year the deficit in the German rye crop is greater than in 1892, so more must be imported or a substitute found. The German import duty on wheat and rye from Russia has been advanced from 32 to 48 cents per bushel. This is equivalent to a discrimination of 16 cents in favor of countries other than Russia. Shrewd Hungarian dealers have taken advantage of this condition of affairs and have been shipping their home wheat to Germany and importing Russian wheat to supply the home market.

The United States Agricultural Department has a special agent in Germany working in the

interests of the export corn trade, but the exporters are not doing their part. Recently the department learned that corn was being used for making beer and has employed a prominent chemist connected with the brewing trade to compile the facts bearing upon and to describe the method of making beer from corn. This will be published and widely circulated in foreign countries and at home. A special effort will be made to induce the brewers of Germany and the United Kingdom to use part corn, and if the campaign is properly conducted it will surely effect a large increase in our export corn trade. Barley of good quality can be sold more readily on the Hamburg market to-day than any other grain. If the brewers there were prepared to use corn they could get the barley required at a much lower price, and the substitution of the cheaper grain for a part of their raw products would effect a farther reduction in the cost of the finished product.

If American grain exporters would give the German markets one-half the attention they merit our export grain trade with Germany would prosper under the fostering influences of the Agricultural Department.

DELAYS IN TRANSIT.

The heavy passenger traffic of the Western roads having a Chicago terminus has greatly interfered with the movement of grain to market, but as the low price ruling has relieved shippers of anxiety to get their grain to market quickly, few protests have been entered. Some complaints have been made against commission merchants for not honoring drafts against shipments more promptly, but that is one of the things to be expected in times of a tight money market, regardless of slow delivery.

The fact that shippers tolerate these delays so patiently encourages traffic managers to be more negligent of prompt delivery and less careful of the rights of shippers. Fair and just treatment is due grain shippers from rail carriers, but they will never get it without fighting for it vigorously and persistently.

Grain will be delayed at point of shipment and in transit as it suits the convenience of carriers until shippers compel them to do otherwise. A few well-conducted suits for damages due to such delay would call carriers to time and relieve the trade of this burden. A time clause placed in bills of lading might give some relief, but several fat judgments for damages would prove far more effective.

WANT COMMISSION MEN TO GIVE BONDS.

The love of office has prompted the railroad commissioners of North Dakota to make the grandest exposition of cheek that has been presented before the public for some time. Unsolicited they sprung an unheard of scheme upon the grain commission men of Minnesota that was so ridiculous they almost overlooked the insult. The railroad commission sent a circular letter to each grain commission firm asking it to file a bond in the sum of \$10,000 as surety against loss to shippers. The shippers whose votes the commission is fishing for and whose eyes it attempts to dazzle with this cheap clap-trap, are farmers.

Extensive free advertising, the establishment of confidence in the bond giver and the following of an example "voluntarily" set by some commission men at Duluth and Minneapolis is the false bait used to catch the dealers in these markets. It wouldn't work, and we doubt not that ere this they have pulled in their line and are preparing bait to catch suckers in their own state.

The commission merchant's business honor, exchange membership, his desire to do business, and his knowledge that it cannot be continued dishonestly long, for years have proved sufficient

to protect farmers from losing their shipments, and there is no necessity for further security. When regular grain shippers feel the need of additional security they will not hesitate to make it known.

Commission men could, with good cause, reciprocate by requesting farmers to deposit bond with bank when making draft so as to secure them against loss from paying for carload of wood, dirt and low grade grain as No. 1 hard, or from loss due to over draft or forged bill of lading. The shipper is not the only one who trusts to the honesty of the other fellow in the grain handling business, and yet serious losses due to dishonest practices are seldom heard of in any of the country's markets.

EXPORTS OF BREADSTUFFS.

The October report of the Bureau of Statistics shows a small increase in our export grain trade for September, over the large exports for the same month of 1892, the exports being valued at \$18,146,120 against \$18,102,920 for September, 1892. During the nine months ending with September the exports were valued at \$147,507,222 against \$187,399,839 for the same months of 1892.

The exports of breadstuffs during September included 686,955 bushels of barley, 3,753,340 of corn, 2,805,475 of oats, 34,005 of rye, 11,129,082 of wheat and 1,636,554 barrels of wheat flour against 470,015 bushels of barley, 2,650,592 of corn, 104,029 of oats, 172,157 of rye, 10,847,168 of wheat and 1,580,682 barrels of wheat flour during the preceding September.

During the nine months ending with September we exported 4,398,648 bushels of barley; in same period of 1892, 1,754,286 bushels; 41,365,269 of corn; in 1892, 64,495,734 bushels; 6,127,036 of oats; in 1892, 4,885,004 bushels; 751,685 of rye; in 1892, 4,427,329 bushels; 88,997,757 of wheat; in 1892, 90,837,814 bushels and 12,338,114 barrels of wheat flour against 12,437,754 during the nine months ending September 30, 1892.

The principal increase has been in the oat and barley trade, which continue to grow. The foreign demand for corn is picking up, but until recently has been less than during the preceding crop year.

SHORTAGES AT KANSAS CITY.

Country dealers who are being imposed upon in any of the markets to which they ship should not hesitate to complain to those with whom they trade, as their right may be trampled without the knowledge or intent or by the neglect of those very traders. If you have a grievance let it be known, so that your agent may be on the lookout for the cause and guard against its repetition.

Dealers who ship to Kansas City persisted in complaining of shortages, and finally the board of directors of the Commercial Exchange appointed a committee to investigate the matter and report at an early date. This is the way all trade difficulties of like nature should be dealt with, as frequently a remedy will be found promptly and without friction. The dealers at few, if any, central markets are disposed to ignore the complaints of country shippers. In case they do not heed the complaints and refuse to make an effort to protect the interests of shippers they and their market should be shunned.

To silently tolerate abuses or to avoid a convenient market on account of abuses, without complaining against them, is neither wise nor profitable. Those connected with the trade in a market should be advised of any wrongs suffered, and be given an opportunity to investigate and stop their re-occurrence. The trade at Minneapolis has recently adopted stringent regulations to stop the losses due to petty pilfering from cars, and Duluth is now preparing to do

likewise. This is only one of many things that help to swell the shipper's loss from shortages, but it can and is being reduced at several points, and we doubt not Kansas City will soon be included in the list.

BRIGHT FUTURE FOR WATERWAYS.

The future prospects for American canals that are so located as to handle any considerable quantity of freight is brighter than for years. The comparatively high rates and the discrimination of rail carriers has given the canals a longer lease of life, and the Erie Canal has done so large business in carrying grain this season that all connected with it have taken heart again, and a vigorous effort is being made to have the channel deepened to ten feet and the locks lengthened.

The Erie can never be more than a waterway for canal boats, but if the state of New York will improve it as it should be, it will carry most of the grain exported from the Northwest and West, and keep all rates at a reasonable figure during the season of navigation. This will encourage a heavier export trade in all products.

The old cry that water transportation is too slow is no longer heeded, for grain is delayed so long at terminals and in transit that it generally takes longer to transport it by rail from any of our Western lake ports to the seaboard than by water. One vessel which recently took a large cargo of grain from Duluth to Buffalo returned with another cargo in less than 10 days. The Erie Canal does not make as good time as this, but when the canal is improved and the boats are propelled by electricity the water carriers will be able to transport grain from the Western lakes to New York in less than a week, and at rates so low that the rail carriers will attempt to get grain only when the waterways are ice-bound.

CARRIERS will pay demurrage for delaying shipments in transit when they are compelled to do so. Traffic managers never favor reciprocity except when they have something to gain. An Eastern receiver has recently suggested a very fair plan for settling the demurrage trouble. He wants carriers to insure delivery of car load freight at destination within a reasonable time, and if more time is taken than is stated in the bill of lading then the owner is to be given a credit of the number of days freight is overdue and be allowed to detain cars for loading or unloading without charge the same number of days. This is essentially the same thing as a reciprocal demurrage charge, but upon a credit basis. If conducted upon a cash basis much less work would be required and the same results would be obtained.

Owing to the delays and other annoying difficulties that arose from having the office and clerical force separated from the factory, the Webster Manufacturing Company of this city have removed their office from 195 South Canal street to their works at 1075-1097 West Fifteenth street. The business of the company has steadily expanded, and the larger the growth the more the necessity became apparent of having all the departments together. The new buildings which were lately erected give them plenty of room and commodious offices. The company has issued a neat folder announcing the removal of their office, with a diagram showing the different routes by which the office and works can be reached. They are only a block or so from the Western avenue station of the C., B. & Q., and the Ogden avenue station of the Northern Pacific, about 12 minutes from the city depot. A trip out there will show the visitor one of the best appointed manufacturing establishments in the country.

EDITORIAL MENTION

SUBSCRIBE now and guess on the wheat exports.

SEND us the news of your district of interest to the grain trade.

DO NOT pay the farmer the same price for dirt as you do for good grain, it will prove an unprofitable investment.

HAVE you any second-hand machines, machinery or scales you wish to sell? If so advertise it in our "Miscellaneous Notices."

PHILADELPHIA's Chief Grain Inspector, John O. Foering, recently made us a pleasant call on his way to the Western grain country.

READERS will confer a favor by replying to queries published in this journal, not alone upon the publishers but also upon the senders.

CAUTION.—If you want to keep in the dark as to what is occurring of interest to grain dealers do not read the AMERICAN ELEVATOR AND GRAIN TRADE.

MISSOURI grades as recently changed are published in full on the first page. These grades are now used in all the markets of Missouri and Kansas.

TACK upon each side door of car a card bearing the exact weight and kind of grain contained. It will frequently prevent trouble and save you money.

THE irregular buyer has not been having an easy time so far this year. The farmers are not marketing grain fast enough to make track loading profitable.

WANTED.—Track scales in Kansas. Carriers will ignore the law until shippers obtain judgment against them. At least that seems to be their present policy.

MORE large elevators are now in course of construction in the Northwest than at any previous time during the past few years, and accordingly the elevator builders are happy.

AN illustrated guide book to the World's Fair and Chicago can be secured by sending a two cent stamp and address to the AMERICAN ELEVATOR AND GRAIN TRADE, 184 Dearborn street, Chicago, or by calling at the office when visiting the Exposition.

FEW shippers will admit that they do not cooper carefully all the cars in which they ship grain, yet the tracks of the western roads running into Chicago tell a story of great waste and loss from shortages. Old cars should not be heavily loaded, if loaded at all, as they are sure to bulge and spring a leak.

THE GREAT WESTERN MANUFACTURING COMPANY of Leavenworth, Kan., have just issued a very attractive and complete catalogue of 250 pages. It covers the ground of mill and elevator supplies and machinery very thoroughly; and almost everything likely to be needed by elevator man or miller is described and priced. At the end of the book are a number of useful tables and rules, which add to the value of the

catalogue, and will insure its being kept for reference. The Great Western Manufacturing Company will send the catalogue to those who will write for it.

L. I. N. NORMAN, managing director of L. Norman & Co., grain commission merchants of London, England, recently visited this country and Canada on a business and pleasure trip. His firm handles all kinds of grain.

IT is the simplest, it is the best, and if used would save many reductions, much labor, and prevent many errors. The railroads use it in billing. It is the standard unit of measure used by the grain trade of the Pacific coast and the American seed trade, and it should be adopted by the American grain trade. What! Why the cental of 100 pounds.

THE revenue officials have been examining into the issue of the grain checks and due bills issued by some of the Northwestern grain men and millers with the idea of levying a 10 per cent. tax on them, the same as if they were currency issued by a state bank. Whatever the outcome it is fortunate that a large issue of such currency was found unnecessary.

HAY imports continue to exceed our exports. Enthusiastic bulls who have been predicting an immense export trade should not overlook this fact. The import duty on hay is only \$4 per ton, just double what it was under the law of 1883. In spite of this heavy tariff we imported nearly 75,000 tons during the eight first months of this year, or about three times as much as we exported.

IN a postscript to a business letter the Barnard & Leas Manufacturing Company of Moline, Ill., write that business is increasing in a satisfactory manner. They are now running twice as many men in their shops as in August last. They have made a number of sales recently through their exhibit at the World's Fair, and expect future orders from many of the visitors at their excellent exhibit.

GRAIN men will notice in this issue the advertisement of Adam's Portable Corn Crib, made by W. J. Adam, Joliet, Ill.—Grain men who need extra crib room should investigate this cheap and convenient crib, which they can use themselves and sell to farmers. Mr. Adam also makes a portable granary. A circular describing both crib and granary will be sent all interested parties who will write Mr. Adam.

THE wheat produced in some localities this year is very clean and in others it is very dirty. We have talked with two buyers recently who were cleaning all grain brought to elevator and returning the screenings to the farmer. Each claimed that this is the only way to buy. It encourages farmers to market clean grain and stops up one large leak that has carried away many a buyer's profits. Even in a small house a good separator will more than pay for itself in one season. Buy dirt, or buy a separator and clean dirty grain before weighing it.

ALONG last July a member of the Chicago Board of Trade circulated a report that a certain bank in Minneapolis had failed. Everybody felt shaky during those times, and as a result of the report the market dropped a couple of cents. It did not take very much to knock the bottom out of anything in July. The report turned out to be false, and some of the sufferers determined to discipline the member who circulated it. No action was taken until the other day, although the charges were preferred in August. The directory finally acquitted the member because it was not certain that he circulated the report knowing it to be false and for the pur-

pose of affecting the market. All sorts of rumors were current in those wild times, and possibly some of the directors remembered their own panicky feelings and talk when banks were failing at the rate of a dozen a day.

A NEW insurance rating card has been issued from the Minneapolis inspection office relating to the elevator and grain risks of Minnesota, Iowa, Wisconsin and the Dakotas, outside of Minneapolis, St. Paul, etc. The new schedule discriminates according to construction, fire department facilities, etc., but the average increase on the list is about 25 per cent. Of course there is a kick. Insurance is the only commodity that is rising in value.

CLEAN bills of lading should be given for all grain shipped by rail, just as they are given for grain shipped by water. If carriers do not care to assume the risk of losing part of the grain in transit under the present conditions, let them provide good strong cars or steel tanks for transporting grain, then they would not be so likely to have losses to pay. A pound of grain received from shipper should be delivered at destination or paid for at the price the balance brings.

THE P. Brockman Commission Company of St. Louis, recently brought a choice assortment of suits against the Union Pacific R. R. Co., the number of counts being forty in all and including trackage on cars and grain consigned to the plaintiff which was paid for but never delivered. The total amount of the claim was \$16,462.75, which is a tidy sum to represent the grievance of one firm against one road. And at that, it is only the money value and not the eternal annoyance which such things cause.

WE have received from Alfred F. Bender, engineer, 4 Tatarskey street, opposite zoological gardens, St. Petersburg, Russia, a programme of the International Exhibition of Cleaning, Grading and Drying Machinery and appliances, to be held at St. Petersburg next March. It is to be hoped that American grain cleaning machinery will be suitably represented at this forthcoming exposition. Russia will present in the near future a great field for all sorts of machinery relating to the handling of grain.

RAILROAD companies should be compelled to stop the practice of increasing the rate per hundred after the shipment has been made. If the agent at shipping point is not posted on joint rates his employer should suffer the loss, not the shipper who made the shipment with the expectation of securing a profit. The rate, like the weight stated in bills of lading, should not be changed without the consent of both shipper and carrier. Shippers are always required to live up to contracts made with carriers, and carriers will be required to do likewise when shippers join hands and persistently demand just and fair treatment.

IOWA has the same law as some other states, which secures to the owner of land his rent by a lien on his crops, and virtually makes the grain dealer or miller who buys grain from tenant farmers sureties for their rent. All the owner of the land has to do, when his tenant sells his grain and neglects to pay his rent, is to go to the grain buyer and make him pay a second time for the grain he has bought of the cash renter. In Ida county some of the grain men have been shy in purchasing of tenants. But the cash renter has evolved a scheme which beats the law and the landlord. He sells his grain to some judgment-proof friend who hauls it to town and sells it, paying the cash renter for the grain after he gets the money. The grain buyer is an innocent purchaser, of course, in law, and cannot be reached by the landlord, who is obliged to look to his tenant or his judgment-proof friend for the rent. This is a mean way

of beating a mean law. The law itself ought to be repealed. It is absurd to extend the lien idea to such a thing as grain and compel the grain buyer to know the status of every farmer in the country.

A VERY neat catalog of steam engines and boilers has recently been issued by the Murray Iron Works Company of Burlington, Ia. This company also manufactures other steam power appliances and elevator supplies. Those who contemplate making improvements in their power plants should send for a copy of this new catalog.

READERS will note in this issue the advertisement of the Western Mill Machinery Company of Peoria, Ill., who have succeeded to the business of the former Stevens Manufacturing Company of the same place. They are sole makers of Stevens' Improved Dust Collector, Stevens' Wheat Ender and Brush Finisher, Stevens' Adjustable Oat Clipper and Separator. They are now prepared to furnish this line of machinery to grain men and millers. They call special attention in their advertisement to their dust collector, which they have greatly improved by the addition of more side pockets and which they believe is now the leader in this class of machines.

FARMER Hatch still expects to introduce an anti-option bill in the house of representatives this session, and is said to be simply figuring how to get around the amendment to the rules put through by Mr. Kilgore, by which all bills which on their face relate to the raising of revenue are sent to the ways and means committee. Hatch wants the bill sent to his own committee, that on agriculture, and accordingly will have to eliminate the revenue feature of the former anti-option bill to get it before the House. It is the current belief in Washington that no sort of anti-option legislation would get through the House. It is said that Senator Washburn will not revive the matter in the Senate until the silver question is definitely disposed of. Meanwhile the farmers, who were so sure that speculation was the sole cause of the depression in the prices of their produce, have seen the lowest prices for wheat in years, with speculation absolutely dead. A great light has broken in on many of the former advocates of legislative interference with the buying and selling of grain.

RICE IMPORTS AND EXPORTS.

Rice amounting to 129,500 pounds was imported free of duty during the month of August according to the last report of the Bureau of Statistics, against 806,300 pounds imported in August, 1892; during the eight months ending with August 2,954,800 pounds, valued at \$107,632, were imported, compared with 6,029,500 pounds, valued at \$270,312, imported during the eight months ending with August, 1892.

Rice on which duty was paid aggregating 3,995,671 pounds was imported in August, against 13,136,666 pounds in August, 1892; and during the eight months ending with August 45,621,586 pounds of rice, valued at \$755,404, were imported, compared with 62,799,420 pounds, valued at \$1,230,378, imported during the eight months ending with August, 1892.

Rice flour, rice meal and broken rice amounting to 4,949,901 pounds was imported in August, against 2,916,251 pounds in August preceding, and during the eight months ending with August 43,287,088 pounds, valued at \$723,131, were imported, compared with 42,787,317 pounds, valued at \$800,730, imported during the eight months ending with August preceding. The total number of pounds of rice, rice flour, etc., imported in August was 8,945,572 pounds, valued at \$1,377,992, against 16,052,917 pounds, valued at \$298,992, imported in August preceding; and during the eight months ending with August 88,908,674 pounds, valued at \$1,478,535, were imported, against 105,586,737 pounds, valued at \$2,031,108, imported during the eight months ending with August preceding.

Of rice imported free of duty 625 pounds were ex-

ported during August, against 400 pounds in August, 1892; during the eight months ending with August 6,516 pounds were exported, compared with 1,989 pounds exported during the eight months ending with August, 1892.

Of dutiable rice 1,100,554 pounds were re-exported in August, against 1,135,989 pounds re-exported in August, 1892; and during the eight months ending with August 7,678,179 pounds, valued at \$143,352, were re-exported, compared with 7,097,417 pounds, valued at \$146,551, re-exported during the eight months ending with August, 1892.

Trade Notes.

Subscribers have a chance to get \$50 for nothing. The first who guesses nearest to the amount of wheat exported during January will get the prize.

The Murray Iron Works Company of Burlington, Ia., which makes a specialty of engines and boilers for grain elevators, has a new boiler shop that is completely equipped with the modern machinery necessary to the production of good work at low cost. By the aid of these machines they are able to build boilers at much lower prices, and at the same time to do better work.

The Case Manufacturing Company of Columbus, O., which is prepared to supply elevators with all kinds of machinery, reports that despite the hard times and the destruction of their works by fire, they have sold more machinery during the nine first months of their business year, which commenced Dec. 1, 1892, than during the same months of the preceding year, and that the outlook is decidedly encouraging.

Bags and bagging valued at \$118,806 was imported during the month of August, compared with an amount valued at \$123,445 imported in August, 1892; and during the eight months ending with August bags and bagging valued at \$812,466 was imported, compared with imports valued at \$1,172,802 for the corresponding months of 1892. Burlaps valued at \$409,871 were imported during August, against an amount valued at \$447,262 imported in August, 1892; and during the eight months ending with August burlaps valued at \$4,306,612 were imported, against imports valued at \$4,391,867 for the corresponding months of 1892. Of imported bags and bagging we re-exported an amount valued at \$476 during the month of August, against an amount valued at \$1,042 re-exported in August, 1892; and during the eight months ending with August bags and bagging were re-exported against an amount valued at \$23,766 re-exported during the corresponding months of 1892.

BROOM CORN GROWN IN MANITOBA.

Last spring Hammill, Carroll & Co., manufacturers of brooms, etc., Winnipeg, sent to Chicago for a limited quantity of broom corn seed, for the purpose of testing it in Manitoba. The seed was distributed among two or three farmers near Winnipeg, and last week the first sample of the product was brought in. This was grown at Bird's Hill, a few miles east of Winnipeg, and the result has been very satisfactory. The Winnipeg firm pronounce it a first-class article of broom corn, and they are quite delighted with the experiment. They will bring in a larger quantity of seed for next season, and if the result is again favorable, they hope to induce farmers to go extensively into growing broom corn. Many tons of this product are annually consumed in Canada, though it has not heretofore been grown in this country. It is imported from Chicago, and is grown principally in the states of Illinois, Nebraska and Kansas. From the result of the experiment this year Hammill, Carroll & Co. believe that Manitoba could grow broom corn to supply not only the local demand but also Eastern Canada. The imported product costs \$75 to \$100 per ton, at which price it is a very profitable crop where it can be grown to advantage.—*Winnipeg Commercial*.

DOTS AND DASHES.

No guesses will be accepted after Jan. 1, 1894.

A bad elevator failure—collapse of an elevator put up by a barn builder to hold grain.

Wheat aggregating 13,669,293 bushels was exported in August, against 13,243,830 bushels in August, 1892.

Subscribers should not fail to send in a guess. The guessing ticket is printed in the back part of the paper.

The exports of clover seed from New York, N. Y., from January 1 to September 23 were 31,523 bags, compared with 55,734 bags in 1892.

Considerable light weight oats is being received in Chicago from Western Iowa. A good oat clipper would soon pay for itself on that kind of stock.

THE FIFTY DOLLARS is yours if you are the first subscriber to send us on one of our guessing tickets the amount of wheat exported during January, 1894.

Wm. Schuett recently brought into Pipestone, Minn., a load which contained 93 bushels of wheat. The following day one of his loads of oats contained 150 bushels.

The total number of tons of hay imported into the United Kingdom from January 1 to August 30 was 129,818, against 32,177 imported during the corresponding period of 1892.

During the eight months ending with August wheat aggregating 73,875,720 bushels were exported, compared with 78,750,219 bushels exported during the corresponding months of 1892.

Owing to the immense passenger traffic on the western railroads at present, there is considerable irregularity and detention in the movement of freight trains. Passenger trains have "the right of way," and shippers of grain and produce are unable to forward their property as readily as desired.

The total value of breadstuffs exported in August was \$21,855,228 against exports valued at \$19,036,710 in August preceding, and during the eight months ending with August the value of the exports of breadstuffs was \$124,496,019 compared with exports valued at \$166,239,917 for the corresponding period of the year preceding.

During the present year the estimated results of the wheat harvest of Manitoba compared with last year were as follows: In 1893 the area under crop numbered 1,003,000 acres, against 876,000 acres in 1892; the yield per acre was 18.2 bushels, against 16.5 bushels in 1892; the total crop aggregated 18,300,000 bushels, against 14,500,000 bushels in 1892.

During the eight months ending with August 3, 711,693 bushels of barley, 34,176,682 bushels of corn, 8,247,213 bushels of oats and 642,623 bushels of rye were exported, compared with 1,284,271 bushels of barley, 60,120,361 bushels of corn, 4,766,305 bushels of oats and 4,254,633 bushels of rye exported during the corresponding period of the year preceding.

In the south, cotton is king; in the north wheat wears the golden scepter, while between these geographical extremes lives a people who have built a palace and crowned another product—corn—king of all. All pay due homage to their particular sovereign. But in the shuffle for royal honors, a queen, the American hen, is shamefully slighted. Reliable statistics show that annually the hen has \$100,000,000 more to her credit than either cotton, wheat or corn. Long live her majesty the hen!

McDowell & Badbeer, broom corn raisers of Western Kansas, began the harvesting of their 640 acre crop recently. Their brush is conceded to be of a better quality this year than any previous crop, much of it being taller than an ordinary man. It is safe to estimate the crop at a ton to every three acres, which will give them 213 tons. At \$70 a ton, a low market price, their gross income will be \$14,910, not a bad amount for a section of \$1.25 an acre land to turn out in a measly year like the present. Besides their broom corn they have a large acreage of alfalfa, which will likely increase their income to over \$20,000. They had a section of land that was sowed to wheat last fall, but when it set in dry last spring, they plowed it under and planted it to broom corn.

ELEVATOR

GRAIN NEWS

Guess early and often.

Wilmot, S. D., will have a new elevator.

Work has begun on an oil mill at Crockett, Tex.

An elevator is wanted by the people of Whitewood, Man.

Grain is accumulating rapidly in Milwaukee elevators.

The Empire Elevator at Harlem, N. D., is being rebuilt.

Strong & Miller's elevator at Sisseton, S. D., is completed.

The new 6,000-bushel elevator at Davis City, S. D., is completed.

The cottonseed oil mill at Alvarado, Tex., is ready for operation.

C. A. Johnson, dealer in hay and grain at Auburn, Cal., has sold out.

The Union Oil Mill at Union, S. C., began operations on October 15.

A new elevator will be built at Bird Island, Minn., by Gallagher & Koch.

Gilbert Carlson is building a 26x36 foot grain warehouse at Dawson, Minn.

Robert Parkinson will rebuild his elevator recently burned at Louisville, Ky.

W. A. Griffith is rebuilding his elevator recently burned at Emerson, Man.

Martin Blum is making important improvements in his brewery at Galena, Ill.

A new grain elevator will be erected at Broken Bow, Neb., by B. W. Blair.

John Hammer has placed a new gasoline engine in his elevator at Utica, Minn.

A. Chipps & Bro., proprietors of a broom factory at Sullivan, Ill., have sold out.

The mill at Freeman, Wis., expects to build a 250,000-bushel elevator this fall.

The Palestine Cottonseed Oil Company of Palestine, Tex., has started its new mill.

The Italy Cotton Oil Company of Italy, Tex., has a new 45-ton Van Winkle mill.

The J. H. McBrayer Distilling Company of Frankfort, Ky., has recently assigned.

The Columbia Brewing Company at Shenandoah, Pa., has erected a new brewery.

Tauton & Todd have put in operation their new elevator at Grand Harbor, N. D.

Clint Fanton is building a new grain warehouse 50 feet in length at Belle Plaine, Ia.

The stockholders of the Seneca oil mill at Seneca, S. C., have decided to sell their mill.

Tacoma, Wash., has an estimated grain storage capacity of over 3,500,000 bushels.

A. L. Foster has opened an elevator of 10,000 bushels' capacity at Wood Lake, Minn.

McHugh & Co. of Minneapolis, Minn., have rented the farmers' elevator at Ada, Minn.

The Waukesha Spring Brewing Company are erecting a new brewery at Waukesha, Ill.

Chalmers & Bethune of Pilot Mound, Man., have put a steam engine in their elevator.

The farmers' warehouse at Altura, Minn., will be enlarged and rebuilt for an elevator.

Grain is coming in in large quantities at the new farmers' elevator at St. Peter, Minn.

An elevator of 25,000 bushels' capacity is being built at Emerson, Man., by W. L. Griffith.

A three story 34x54 foot rice mill will be erected at Beaumont, Tex., by Price, Nash & Co.

The Duluth & Dakota Elevator Company at Minneapolis, Minn., have sold their elevators.

B. W. Dye & Son, hay and grain dealers at Rocky Ford, Colo., have leased their warehouse.

The Lone Star Brewing Company of San Antonio, Tex., has increased its capital to \$200,000.

The new oil mill of the Georgia Mills & Elevator Company at Macon, Ga., has been started.

The Phoenix Brewing Company at Pittsburg, Pa., will erect a six-story brewery to cost \$40,000.

O. N. Ostrom, late president and manager of the Interstate Grain Company at Minneapolis, Minn., left

an estate valued at \$100,000. The greater part of it was left to his widow and two children.

The Armstrong elevator at Eldena, Ill., recently shipped 6,000 bushels of grain in three days.

The Hamlet Hay Company of Hamlet, Ind., expect to soon have their cut hay plant in operation.

F. A. King of Malden, Ill., will erect an elevator at La Moille and become a resident of that place.

The Carondelet Elevator and Grain Company of St. Louis, Mo., have retired from the grain business.

The farmers' co-operative elevator at Lewiston, Minn., is shipping its grain to St. Louis this year.

The elevator of the Independent Warehouse Company at Cork, Minn., has been opened for business.

Guy & Ames, dealers in grain, coal and lumber at Riley, Kan., have been succeeded by Guy & Willis.

A company of grain buyers has been organized at Montevideo, Minn., and are building a grain house.

Barnett & Kyle have leased the "Northern Elevator" at Colton, Wash., and will handle grain there.

The elevator at Lynchburg, N. D., is approaching completion and will soon be ready to receive wheat.

Scott & Miller have sold their elevator at Salem, S. D., to Albert Gapp, who took possession September 22.

The Taylor oil mill at Taylor, Tex., has begun operations with indications favorable for a good fall trade.

The Dealers' Distilling Company has been incorporated at Chicago, Ill., with a capital stock of \$175,000.

The new 30-ton oil mill of the San Marcos Oil Company of San Marcos, Tex., was put in operation October 1.

The Muskegon Hay Baling Company has succeeded Bennink & Son, flour and feed dealers at Muskegon, Mich.

The elevator of Starz & Co. at Mt. Pulaski, Ill., is now in running order and ready to receive any kind of grain.

The rice mill of Capt. Joe Davis at Dayton, Tex., is completed. It will have a capacity of 40 barrels per day.

During the crop year ending August 31 Chicago received 52,000,000 bushels of wheat and shipped out 34,000,000.

A. P. Morgan, wholesale grain dealer at Atlanta, Ga., has been succeeded by the A. P. Morgan Grain Company.

A warehouse will probably be built by some of the business men of Lamberton, Minn., who propose buying wheat.

The New Orleans Elevator Company has been incorporated at New Orleans, La., with a capital stock of \$75,000.

A joint stock company has been formed and machinery ordered for a rice mill to be erected at Orange, Tex.

F. E. Pinto & Sons, a grain storage firm at New York, N. Y., have been succeeded by a new firm of the same title.

M. M. Guthrie has repaired his grain warehouse at Blooming Prairie, Minn., and has entered into the wheat business.

M. Wheeler, dealer in grain and flour at Ardmore, Ind., has changed the style of the firm name to M. Wheeler & Son.

A large elevator is being erected at Wenatchee, Wash., to handle a portion of the wheat crop of the Big Bend country.

Several car loads of sacks have lately arrived for C. C. May, of Davenport, Wash., and the bag scare is in consequence reduced.

Ness & Moen of Peterson, Minn., have rented the Nash elevator at Lanesboro and secured Ben Morey to buy grain for them.

The M. Poehler Company of St. Peter, Minn., has secured the old elevator at Ottawa, Minn., and will place it in operation at once.

During the last fiscal year the distilleries of the United States used 26,489,671 bushels of grain in the manufacture of liquor.

The Gottfried Brewing Company at Stewart and Archer avenues, Chicago, Ill., has put in rolls for making brewers' goods.

The firm of Merkel & Beyer, grain dealers at DePue, Ill., was dissolved on July 7. The business is being continued by Geo. Beyer.

Wheat is coming very rapidly at Hope, N. D. Considerable track shipping is going on and the elevators are also getting their share.

During the crop year ending August 31, Minneapolis, Minn., received 63,000,000 bushels of wheat, and that city still holds its place as the first primary wheat market in the world. Of these 63,000,000 bushels but

17,000,000 bushels were shipped out. The balance was consumed in the manufacture of flour in the Minneapolis mills.

The oil mill at Bryan, Tex., has started up for the season. The plant is in fine working order and turning out an excellent product.

The mills of Jamestown, N. D., are paying 1 cent higher price for wheat than the elevators in order to secure what they need to grind.

E. S. Stevens, a grain buyer at Grandin, N. D., was recently arrested on the complaint of two farmers. The charge was embezzlement.

Operations on the Gates elevator at Brooklyn, O., have again begun and the old warehouse is being removed to the belt line railway.

Farmers in the vicinity of Stewartville, Minn., have decided to erect an elevator for their own use. The contract has been let for \$2,450.

The Houston Oil Refining and Manufacturing Company has started up its new plant at Houston, Tex. The daily capacity is 580 barrels.

The four elevators at Hallock, Minn., are open for business. A large amount of grain is handled and each elevator pays cash for same.

J. R. Smith & Co. of Purcellville, Va., will build a 50,000-bushel elevator. Aug. Wolf & Co. of Chambersburg, Pa., are the contractors.

The Star Union Brewing Company at Peru, Ill., is making extensive improvements, including new boilers and the erection of an ice house.

The safe of Wilbur & Co., grain dealers at Phillips, Me., was opened by burglars recently, who secured cash and papers aggregating \$30,000.

Bjorge & Sjoldal of Underwood, Minn., have rented the Northern Pacific elevator at that place, and Underwood now has a wheat market.

Churchill & Co. of Toledo, O., are building a 24x60 feet addition to their elevator at Perrysburg. It will hold, when completed, 40,000 bushels.

Rabbath & Dunlop of Clarksville, Tenn., are erecting a grain elevator in addition to their flour mill. It will have a capacity of 40,000 bushels.

The board of managers of the Farmers' Elevator Association at Henning, Minn., at a recent meeting leased the elevator to C. W. Brandborg.

Koch, Tammen & Co. is a recently organized firm at Eureka, S. D., for the purpose of engaging in the grain, flour, feed and live stock business.

The department of grain inspection at St. Paul, Minn., on September 16, turned in to the state auditor \$8,000 for fees received during August.

Fenton's grain elevator at Flint, Mich., has been remodeled and refitted with new machinery throughout. It now has a capacity of 20,000 bushels.

The shipments of grain from Jamestown, N. D., are estimated at a very small proportion to what they were last year. Farmers are selling very slowly.

The Marfield Elevator at Utica, Minn., is being enlarged by the addition of an upper story. It is now cleaning Dakota flax and running night and day.

The Kieckhefer Elevator Company of Milwaukee, Wis., has docketed a trespass suit with damages in \$600 against G. H. Wennerstrom of Rockford, Ill.

Arthur A. Wiseman, manager of the Western Grain and Stock Exchange of St. Louis, Mo., closed his doors on September 13. The liabilities are \$15,000.

The check system of paying for grain has been abandoned by the elevator companies that proposed it at Arlington, Minn., and cash is paid for grain as before.

Churchill & Co. of Toledo, O., expect to move soon into a large and convenient warehouse which has been built with especial reference to the clover and seed business.

The liabilities of J. J. Brown, grain dealer at Barrie, Ont., are \$12,000, with assets amounting to \$16,000, consisting of stock, real estate, sawmill and book accounts.

The cottonseed oil mill at Gadsden, Ala., which has been idle for the past two years, has been purchased by Wm. Myrick and was put in operation October 1.

W. M. Yerxa of Minneapolis, Minn., who has been identified for the past three years with the Midway Elevator Company, has engaged in the grain business for himself.

The Interior Elevator at Minneapolis, Minn., as soon as the 1,000,000-bushel annex to its present plant is completed will have a total storage of about 3,000,000 bushels.

The contest which has been going on between the elevator companies and the Minnesota farmer over the State farmers' elevator at Duluth has ended. The injunction asked restraining the State Railroad and Warehouse Commission and state auditor from erect-

ing the elevator at Duluth has not been granted. The construction of the elevator will be pushed forward at once.

A. F. Walther's elevator at Englewood, Ill., now in process of construction by the Seckner Contracting Company is almost completed. It will have a capacity of 75,000 bushels.

The Farmers' Elevator Company at Fairmont, N. D., after thoroughly considering the matter have decided to buy grain this year. Chas. Nelson has been engaged as buyer.

The Wisconsin Malt & Grain Company of Appleton, Wis., commenced malting grain September 25. The capacity of the plant is now 300,000 bushels a year or 650 bushels a day.

Elevator No. 2, owned by the Interior Elevator Company at Minneapolis, Minn., which has been operated a long time as a private elevator, has been made a state house.

D. Kesler & Sons have a new elevator in process of construction at Cowden, Ill. It is upon the site of the one recently burned and will be 20x77 and 44 feet high at its highest point.

The foundation plans for the new C. P. R. grain elevator at Winnipeg, Man., have been received, and work has already commenced. The capacity has not yet been determined.

The Ritzville Flouring Mills Company at Ritzville, Wash., Greene & Son and the Farmers' Alliance have rented warehouses for handling the large crop expected at that place.

The new mill of the Comanche Cottonseed Oil Mill Company at Comanche, Tex., is 150x50 feet, built entirely of stone and fitted out with machinery of the latest improved type.

A firm of grain dealers at Parsons, Kan., received lately from Chicago, Ill., a check for \$2,600, being the net proceeds from the sale of a carload of Labette County blue grass seed.

The Farmers' Co-operative elevator at Lewiston, Minn., has opened for business. For the present arrangements have been made to ship all the grain received to St. Louis, Mo.

The Lanesboro Flax Fiber and Twine Company at Lanesboro, Minn., will soon have a substantial two-story structure completed. Operations on their building are progressing rapidly.

Blanchard, Burr & Co. have purchased the grain warehouse and business of Rees & Brown at Chattanooga, Tenn., and are prepared to do a general grain, feed, hay and storage business.

G. W. Van Dusen has leased the houses of the Red River Valley Elevator Company of Minneapolis, Minn., and will pay a rental of 1 cent per bushel for all wheat passing through them.

Joseph Good & Son, grain commission merchants of Cincinnati, O., write us that the grain business of the company will be carried on as heretofore under the firm name of Joseph Good & Son.

The foundation for S. Stewart's round elevator at Morris, Minn., is approaching completion. The work is substantially done and will be a firm support for any weight to which it will be subjected.

The plan of paying for wheat by certificates and checks instead of actual currency has been gradually abandoned and at present but few firms pay in certificates unless it is preferred by the seller.

Grain firms at Peoria, Ill., have lost considerable grain of late by petty thieves who steal the grain from freight cars. The time for stealing the grain is just after dark and is done by boys and women.

The farmers' elevator at Fertile, Minn., is completed. It is fitted with fourteen bins of about a carload capacity to enable farmers to store their wheat until they have enough to make a shipment.

The capital stock of the Winona & Dakota Grain Company has been increased from \$100,000 to \$200,000. The sum was divided into 4,000 shares of \$50 each, all of which was paid in by September 15.

Osterman & Franklin have recently engaged in the grain commission business at San Jose, Cal. They are the owners of the Santa Clara broad gauge depot warehouse and the Milpitas iron clad warehouse.

Barnum, Hubbard & Co., of Cold Water, Mich., have recently completed a three story brick building 50x90 feet, to be used as a hay warehouse. It contains two steam presses with a capacity of 40 tons per day.

H. Newton, who purchased the artesian well at Wolsey, S. D., recently, has begun work on the erection of his large feed and flouring mill and will also erect an elevator to be run in connection with the mill.

It is believed that the present storage facilities at Winnipeg, Man., are sufficient to meet the requirements of the crops, and the Canadian Pacific storage and cleaning elevator at Winnipeg will not be gone on with this year. The crop also is of good and regular

quality, being nearly all included in the grades of No. 1 and 2 hard, and a cleaning elevator will not be needed this year as it has been in the past two years.

Leon Carrier, the Quebec embezzler, is still at Denver, Colo., it appears, and fighting extradition. It is impossible to find out where he has put the \$20,000 made by his sales of wheat that did not belong to him.

The demand for storage for grain is so great at San Francisco, Cal., that it is feared there will be a blockade. The harbor commissioners have ordered plans for new grain sheds 60 feet wide and over 400 feet long.

The Farmers' Mutual Elevator at Fertile, Minn., has been rented by the C. E. Thayer Grain Company. Some needed repairs have been made in the elevator. John Holton is in charge of the business of the company.

The Alexander G. Tyng Company with a capital stock of \$2,500 has been incorporated at Peoria, Ill., to do a grain commission business. The incorporators are Lucie B. Tyng, Alexander G. Tyng and Philip B. Tyng.

Minten Bros., hay and feed dealers at Kansas City, Mo., have brought suit against the Kansas City Hay Press Company. It is alleged sparks from the company's chimney set their hay warehouse on fire last April.

The Dobler brewery at Albany, N. Y., will be enlarged by its proprietor, Theodore M. Amsdell, to double its present capacity. The contemplated additions to the buildings are estimated to cost about \$80,000.

The new grain elevator at St. John, N. B., erected by the Canadian Pacific Railroad, is completed. The elevator has a capacity of 300,000 bushels or 9,000 tons of wheat and the lading of five steamships of average size.

Chapin & Young have sold their elevator and grain business at Frankfort, Ind., to Fritch & Brafford. Mr. Young will in the future devote his entire attention to his elevator and grain business at Michigan-town, Ind.

The Acadi rice mill at Crowley, La., has had its capacity increased during the summer from 62,000 to nearly 100,000 bags. The mill has been thoroughly overhauled throughout and three new warehouses have been built.

The elevator of the Wells-Stone Mercantile Company at Saginaw, Mich., has a capacity of 100,000 bushels of oats and corn, which are the only grains the company purchase. They ship to the trade in the Northern woods.

The demand for graneries in which to store and hold wheat has become so great at Colfax, Wash., and vicinity that lumber has taken a sudden boom. The sudden demand for warehouses is due to the scarcity of sacks.

The Stedman Elevator Company has been organized at Sauk Center, Minn. The members of the company are N. R. Stedman of Warsaw, N. Y., Fred Rowe of Minneapolis Minn., W. D. Townsend and A. E. Irwin of Sauk Center, Minn.

The Interior Elevator Company of Minneapolis, Minn., has taken out a license for a new public warehouse belonging to the Peavy system. A license has also been taken out by the Northwestern Elevator Company for a new elevator.

The manager of the Farmers' Alliance, of Seattle, Wash., made arrangements on September 11, with Capt. J. A. Hatfield, to store wheat in Seattle at the city dock and hold it for better prices. New warehouses will be added on the dock.

The Interstate Grain Company at Minneapolis, Minn., have elected the following officers: President and manager, C. S. Hurbert; vice-president and treasurer, C. M. Amsden; secretary, Geo. G. Fuller; general superintendent, C. E. Wenzel.

The Northern Pacific Elevator Company's plant at Tacoma, Wash., together with a number of those throughout Washington and Idaho, are in operation under the management of the Tacoma Grain Company, composed of Gordin & Bibb.

Articles of incorporation of Copeland Coal Company at Beatrice, Neb., were filed September 6, to do a wholesale business in coal, hay and grain. R. J. Copeland, F. S. Davis and George B. Dunbar are the incorporators. Capital stock \$10,000.

There is some doubt as to the opening of the farmers' elevator at Fairmont, Minn. The business men have so far backed the elevator, but this year decline to do so. Unless they give it their support as formerly the elevator will probably remain closed.

It has been thought strange by shippers that Nos. 2 and 3 white oats are selling so close in price this year, while last year No. 2 commanded so wide a premium. The reason for this is, that last year the crop of oats was thin and light in weight and not of very fine quality, and to secure choice heavy oats buyers naturally were obliged to pay a greater premium. This year the crop is one of fine quality, the oats be-

ing meaty and heavy. With an abundant supply of No. 2 white oats buyers are not feeling so anxious for them and consequently are buying them at only a slight advance over No. 3 white.

On account of the high grading of the new wheat very few elevators at Minneapolis, Minn., will be run as private houses. Most of the houses that were such will either take out state licenses or become "regular" under the rules of the Chamber of Commerce.

Work upon the new elevator of the Illinois Central Railroad at New Orleans, La., is progressing rapidly. The elevator is constructed upon a solid foundation, being built upon nearly 1,000 piles, and will hold when completed over 400,000 bushels of wheat.

A 500,000-bushel elevator will be built as an annex to elevator "C," owned by the Empire Elevator Company at Minneapolis, Minn. The Barnett & Record Company, who have the contract, expect to have the building completed the first part of November.

A dividend of 8 per cent. was declared on the capital stock of the American Brewing, Malting and Elevator Company of Chicago, Ill., at a meeting held September 21. Books of transfer were ordered closed from September 22 to October 1, 1893, inclusive.

The Farmers' Alliance at Seattle, Wash., desires to secure the establishment of a tidewater warehouse to which the individual farmers can ship their wheat and sell for export through the agent, and at the same time be able to obtain loans on warehouse receipts.

Secretary Grier of the Board of Trade of Peoria, Ill., reports that on October 7 there was in store in the various elevators in that city 343,101 bushels of grain against 414,553 bushels for the same time in 1892, and 329,782 bushels for the same time in 1891.

Wm. Duncanson, president of the new Farmers' Elevator Company at Lewiston, Minn., thinks the outlook is bright for a good trade, as many farmers in that vicinity own stock and will market their grain at the elevator. The elevator has a capacity of 15,000 bushels.

The Eastern Elevator on the Buffalo river at Buffalo, N. Y., is 165 feet high. The elevator is of a most substantial character and no expense has been spared to make this the model elevator of the lakes. James Stewart & Co. of St. Louis, Mo., are the contractors and builders.

Do you want \$50? Then if you are a subscriber to the AMERICAN ELEVATOR AND GRAIN TRADE send us the nearest guess to the amount of wheat which will be exported from the United States during January, 1894. If you are not a subscriber, subscribe, and send in your guess.

The United Elevator Company at St. Louis, Mo., has been granted a permit to lay a switch track on Chouteau avenue and the levee. The company gives a \$10,000 bond to save the city harmless and procure an ordinance from the municipal assembly within a year from date.

The Sharon & Amenia Grain Company has been incorporated with headquarters at Casselton, N. D. The capital stock is \$10,000, and the avowed object the buying, selling and shipping of grain and produce. The incorporators are Frank Lynch, Geo. H. Lynch and S. J. Smail.

G. S. Barnes & Co. have re-engaged in the grain commission business at Minneapolis, Minn. The firm is composed of G. S. Barnes and G. S. Barnes, Jr., formerly of Barnes & Nicholls. They will make an especial feature of receiving and shipping a high grade of milling wheat.

James Stewart & Co. of St. Louis are preparing plans for a mammoth storage warehouse for lake freight and grain to be erected at Buffalo, N. Y. The structure will be about 140 feet high with a water frontage of 300 feet and a depth of 200 feet. It will cost from \$300,000 to \$400,000.

Studabaker, Sale & Co., dealers in grain, hay and seeds at Bluffton, Ind., write us that the report lately circulated of the dissolution of partnership of their firm, was true in a sense only. One of the members of the firm recently retired, but the balance are still doing business at the old stand.

William Cook, a grain buyer at Ballard, Ill., was robbed of \$240 by three masked men on the night of September 14. The men called at his house at 9 o'clock, bound and gagged him, his wife, son and daughter and made away with the booty without leaving any trace of their identity.

The Mulford Elevator Company of Minneapolis, Minn., commenced last spring the erection of a 1,000,000 bushel elevator just outside the limits of the city of Minneapolis. After the foundation was laid the work was stopped, but the statement is now made that its construction will be resumed at once.

The P. Brockman Grain Commission Company at St. Louis, Mo., on September 13, brought suit against the Union Pacific Railway Company. The petition involves forty causes of action aggregating claims for \$16,462.75. The first item is for \$469 for trackage on cars. The other counts embrace claims for carloads of grain which were consigned to the plaintiff and for which the latter had bills of lading, which it paid for,

but the grain was never delivered. It was alleged that in some instances the plaintiffs gave the defendants the bill of lading so that the latter might trace the lost goods, and the defendants neither found the lost grain nor returned the bills of lading.

A new grain elevator company is in progress of formation at Montreal, Que., which has the promised support of several of the steamship companies and the Canadian Pacific and Grand Trunk Railways. The capital of the new company will be \$100,000, and it is expected to start operations next spring.

There has been such an immense passenger traffic on the Western railroads during the past month it has caused considerable irregularity and detention in the matter of freight trains. Passenger trains have the right of way and shippers of grain are unable to forward their consignments as rapidly as desired.

H. Mueller & Co. of Chicago, Ill., have bought the elevator at Fifty-fifth street and Ft. Wayne tracks. They have put in three Barnard & Leas No. 4 Separators. Ten Cyclones, put in by L. S. Hogeboom of the Knickerbocker Company, collect all dust and screenings and feed it directly to storage room or to boiler fires.

The elevators of the Middle Division Elevator Company of Chicago, Ill., have been released from the recent executions and the company has resumed business. The creditors are to receive 25 per cent. of their claims in cash, 25 per cent. in six months, 25 in a year and 25 in eighteen months. The replevin suits have been dismissed.

The Hastings Grain Company has been organized and incorporated at Hastings, Neb., with a capital stock of \$10,000. The company's headquarters will be Hastings, and the object is to buy and sell grain, coal and stock. Geo. B. Johnson is the originator of the company, which is composed of some of the best known farmers in that vicinity.

New breweries have been recently erected at the following places: Hollister, Cal., for Joseph Stemosh; Bellevue, Idaho, for A. Sielaff; Chicago, Ill., for Carl Corper Brewing and Malting Company; Stapleton, N. Y., for John H. Grieme; Carroll township, Pa., for the Monongahela Brewing Company; Finleyville, Pa., for Thomas Morrison.

T. L. Kelley has formed a partnership with J. H. Lowry & Son, a well-known grain commission firm of Milwaukee, Wis. The company has been capitalized at \$20,000 as the Lowry-Kelley Company, with J. H. Lowry as president, Mr. Kelly as vice-president and treasurer, and S. Lowry as secretary. If the business warrants it the capital stock will be increased.

The Interior Elevator Company of Minneapolis, Minn., is building a new grain elevator on the line of the Minneapolis & St. Louis railway between Kenwood and St. Louis Park, Minn. Its dimensions will be 294x68 feet, its height 75 feet and its capacity 1,000,000 bushels. It is expected to be completed by October 31, and will be used for storage purposes only.

The Northwestern Farmers' Protective Elevator Association of Grand Forks, N. D., have leased elevators at Minneapolis and Duluth, Minn., and are shipping the wheat of their members to those points direct. The association has a membership of 2,450 farmers, and has about 4,000,000 bushels of grain to sell. They have ample means for handling wheat in ordinary quantities.

The managers of the farmers' warehouse at Garfield, Wash., are considering the advisability of building bins within warehouses and handling bulk as well as sacked grain. It has been estimated by A. M. Lausch, the manager, and his assistant, C. A. Pears, that the bins could be built with a capacity of 20,000 bushels for \$100 or less, and that the handling cost would be rather reduced than otherwise.

John Porter of Dorchester, Mass., and R. T. McNaughton of Jackson, Mich., have filed articles of association at Jackson for the incorporation of the Porter Manufacturing Company. They will handle wheat and other grains and will manufacture starch and other products derived from them. A new factory will be built 60x60 feet, two stories high, with an addition for bake ovens and boiler house.

It is reported that the Duluth & Winnipeg Railroad, which is supposed to have been purchased by the Canadian Pacific, will be completed through to Winnipeg as soon as possible next spring and that the Canadian Pacific will then build grain elevators at Duluth and conduct its lake business from that point in place of from its line of elevators at Port Arthur. This proposed extension of the line to Winnipeg will make the distance 200 miles shorter from that city to Duluth than to Fort William, yet the rate on grain from the latter point to Buffalo is the same as from Duluth.

J. H. Hermes & Co. occupy a handsome brick five-story building 35x100 feet, provided with all necessary facilities, including elevators, for their feed business at Cincinnati, O. A large warehouse at Milldale, Ky., is also utilized, which is 60x167 feet and has a capacity of about 200 carloads of hay. A specialty is made of hay and grain, supplies being

received from Ohio, Indiana, Illinois and Michigan and sold throughout the South. The total yearly output reaches from 3,000 to 4,000 carloads. Mr. Frank P. Veith was admitted to a partnership by Mr. Hermes in 1892.

A large shipper of hay to Great Britain seems to have come to the conclusion, after losing \$7,000 in shipping to England, that there is no money in the export hay trade. His losses on shortages alone have been terrific. He claims that there are immense quantities of hay in the country, but that farmers want too much to admit of a profit to shippers. Upon a shipment of 100 tons from this port to Liverpool recently there was a loss of 11 tons. The loss in weight after the hay leaves this port is much too heavy, and means should be employed to ascertain how these losses occur.—*Trade Bulletin, Montreal.*

Johnson & Son are doing an immense business at present in clover seed, and they are receiving and shipping immense quantities daily. They now have nine carloads ready to ship. Clover seed runs into money rapidly, as will be realized when it is known that each carload is worth about \$3,500. This firm gets its supply from half a dozen states and it is shipped here, when it is cleaned and graded, resacked and shipped to the Eastern and European markets. The business employs several men and teams. The seed brings rather a low price compared with last year, but a good figure, being worth \$5.25 to \$5.50 a bushel.—*Daily News, Goshen, Ind.*

The Board of Trade of St. John, N. B., are scattering broadcast a circular regarding their city and its trade facilities. The circular is accompanied with a copy of the tariff of charges of the grain elevator recently erected in that city, and contains the information that the citizens of St. John have at their own expense afforded the best facilities for handling grain and all other freight at that place. They have granted \$40,000 toward equipping the elevator, which is now under the control of the Canadian Pacific Railroad, and in addition have expended a large amount of money in providing additional wharf and warehouse accommodation for the business of that railway.

The City of Chicago grain elevators commenced proceedings in the Circuit Court on September 22 to restrain the Chicago, Burlington & Quincy Railroad Company from tearing up its side track leading to the "Union Elevator" owned by the complainant. It is contended that all railroads must deliver grain in bulk to the consignee, provided that its elevator can be reached by rail. On September 15, it is claimed, the defendant railway caused the frog and a portion of the track leading to the "Union Elevator" to be removed, thereby severing all connection between the elevator and the main track. Fearing that the railway company will take away the side track altogether the complainant asked the court for a restraining order to prevent such an act.

ELEVATORS AT ALVORD, IA.

According to the *Sun* of Alford, Iowa, W. H. Lunt owns an elevator in Alford with a capacity of 5,000 bushels and John Kellihan is the local manager and he has been there for three years, making him the pioneer grain dealer of the town. He has had seven years' experience as a grain buyer and thoroughly understands the business. Mr. Kellihan has done his share toward giving Alford the excellent reputation it has as a grain market and has made a host of warm friends among the farmers since he located there. He always pays the very highest market prices for grain and always gives full weights. Mr. Lunt, the proprietor of this elevator, resides at Rock Rapids and is one of the leading grain buyers of northwestern Iowa.

J. Q. Adams & Co., dealers in grain, are the leading firm of this kind in the city. Mr. Baron is the local manager for the company and has been with them for ten years. The elevator has a capacity of 10,000 bushels of grain and is equipped with all the modern machinery. They do an immense grain business, ship many trainloads of grain annually and give universal satisfaction to the farmers. None are more enterprising in all acts of public nature than J. Q. Adams & Co. They always give the farmers the benefit of the market and pay all they can afford, generally making the price far above that of dealers in other towns; as a result they purchase grain at a distance of twelve to fifteen miles around here. We are glad to see Alford the possessor of such a business firm as this, as it creates a trade center for grain. It is this class of men that build up a town and make it a trading point. This firm also handles coal in large quantities. We would heartily recommend this company as being strictly honest, fair dealing business men.

The Illinois Central Railroad, in order to meet water competition, has reduced its rates by the following amounts: One dollar from the Vicksburg rate, \$2 from the Greenville rate, \$3 from the Memphis rate, \$3.50 each from the New Orleans and Baton Rouge rates. None of the reductions will be applied via St. Louis, Mo.

Latest Decisions.

Priority of Lien Against Warehousemen.

Where mortgaged goods are placed in a warehouse without the mortgagee's consent, the warehouseman's lien is subordinate to that of the mortgagee.—*Baumann vs. Fefferson, Common Pleas of N. Y., 23 N. Y. Supp. 685.*

Recovery of Overcharges from Carriers.

Where the act concerning railroads and other common carriers giving a full and ample remedy to the shipper for the recovery back for any overcharges received by the common carrier, beyond reasonable compensation, is a substitute for the remedy provided in such case at common law, the statute not only permits the shipper to recover the excess of overcharges exacted by the common carrier, but allows three times the excess, or treble damages, with attorney's fees and costs.—*Beadle vs. K. C., F. S. & M. R. Co., Supreme Court of Kansas, 32 Pac. Rep. 919.*

Rights of Customers when Dealing with Brokers.

A customer who had previously dealt with a broker upon margins, and who was still indebted to him at the time of his assignment, although having no orders in for stock, had deposited with the broker from time to time for such margins certain stocks of his own, which the broker held as security for the amount due. These stocks were hypothecated by the broker, to gether with certain stocks of his own, and of other customers, for his own debt. In the absence of authority, express or implied, for such hypothecation, the customer was entitled to have the stocks other than his own first applied to the discharge of the pledge.—*Skiff vs. Stoddard, Supreme Court of Errors of Conn., 26 At. Rep. 874.*

Pledge of Warehouse Receipts by Factor.

Where the statute provides that a warehouse receipt on which the words "Not negotiable" are not written may be transferred by indorsement, and any person to whom the same must be deemed to be the owner of the property therein specified, so far as to give validity to any pledge or transfer made by such person, warehouse receipts are made negotiable only in the sense that their regular transfer by indorsement has the effect of a manual delivery of the goods specified in them and are not guarantees of title; and a factor, having stored goods in a warehouse, and obtained receipts therefor, cannot by a transfer of the receipts make a pledgee's title to the goods superior to that of the owner.—*Com. Bank of Selma vs. Hurt, Supreme Court of Alabama, 12 So. Rep. 568.*

Breach of Contract by Agent.

Where parties were agents for the sale of clover hullers, under a contract by which they were to obtain full settlement for every machine before delivery to the purchaser, and to guarantee payment for each machine, they obtained one machine from the makers for a purchaser on time, but failed to have a settlement with him before sale. The purchaser refused to pay for the machine, as being defective, and four months after the sale they returned it to the agents, who notified the manufacturers. The latter made no reply, and over a year later the agents sent the machine to the makers, which they refused to receive. The purchaser was able to pay for the machine, but the agent did not try to collect the price from him. The agents were not liable for the price of the machine, but only for any loss which might accrue to the manufacturers by reason of their failure to obtain a prompt settlement as required by their contract.—*Birdsell Mfg. Co. vs. Brown, Supreme Court of Mich., 55 N. W. Rep. 801.*

Liability of Carrier for Bills of Lading in the Hands of Innocent Purchaser.

A firm of merchants in A. were also engaged in the milling business in M., on the line of a railway. For their convenience the company established a station there and made one of the members its agent. It was shown that the business of the station at M. was practically transacted in the firm's office at A., and freight charges were settled from time to time with the company's officials. Goods shipped by the firm at A. consigned to themselves at M. were delivered without presentation of the bill of lading, and it appeared doubtful whether, in the case of shipments there, there was ever any actual delivery of any bill of lading from hand to hand. Some of these bills of lading, after the goods were delivered to the consignees, were transferred by the firm as collateral, to persons who had no knowledge of any irregularity. The railway company was liable on these bills of lading in the hands of innocent purchasers, since it was by reason of its own negligence that they came into their hands.—*Walters vs. Western & A. R. Co., Circuit Court N. D. Ga., 56 Fed. Rep. 369.*

Fires, Casualties, Etc.

The grain elevator at Wallanburg, Can., has been burned.

The J. L. Whittaker Grain Company at St. Joseph, Mo., have suffered a loss of \$500 by fire.

The Becker Brewing & Malting Company at Ogden, Utah, have suffered a loss of \$850 by fire.

Fire recently destroyed the large hay and grain warehouse of Herley Bros. at Chicago, Ill.

George Miller's granary at Inkster, N. D., together with 1,000 bushels of wheat, has been burned.

Cooper's elevator at Cooperstown, N. D., with 8,000 bushels of wheat, has been burned. Loss \$9,000.

About 10,000 bushels of wheat, owned by Putnam & Nicholls at Tintah, Minn., was burned recently.

Liberty Walters, a dealer in hay and grain at Roswell, New Mexico, has recently sustained a fire loss.

Knoxon's grain warehouse at Wapella, Man., has been burned. The fire is supposed to have been caused by tramps.

Means & Kohler of Wapakoneta, O., lost two large grain warehouses in a fire which visited that city October 8. Loss \$10,000.

Loomis & Babcock's grain warehouse at Shelby, Mich., containing grain to the amount of \$1,000, has been burned. The loss is about \$2,000, with small insurance.

The large unused elevator at Hamilton, Ont., owned by the Grand Trunk Railway Company was burned on the night of September 16. Loss \$25,000; insurance \$18,000.

A fire at Rowley, Ia., has destroyed two weigh houses with scales, one coal house, three carloads of corn and four carloads of coal. The property was owned by Van Orsdol Bros.

The broom corn shed of H. Evans, situated south of Oakland, Ill., was struck by lightning September 19 and consumed. Seventy-one tons of broom corn, valued at \$4,000, were burned.

Matt Dill's elevator at Diamond Bluff, Wis., was burned August 27. A small quantity of wheat stored in the house was burned. An incendiary is supposed to be the cause. Loss \$3,500.

H. E. Gets & Sons' grain elevator and warehouse at Eleva, Wis., together with their contents, were burned September 25. The origin of the fire is unknown. Loss \$2,000, partially insured.

E. J. Husted & Co.'s feed mill and grain store at Buffalo, N. Y., was badly damaged by fire on the night of October 5. The loss is estimated at \$10,000, almost entirely covered by insurance.

W. Govenlock's elevator at Griswold, Man., burned recently together with 25,000 bushels of new wheat which had been stored by farmers. The fire is supposed to have been caused by lightning. The wheat is a total loss, as it was not insured. The elevator was insured.

The McFarlin Grain Company's elevator at Panora, Ia., has been burned. About 6,000 bushels of oats and some flax were in the elevator, which, with the destruction of building and machinery, makes the loss several thousand dollars, partially covered by insurance.

The elevator of Faragher & Ulveling at Adrian, Mich., was burned on the morning of October 10. The elevator contained 15,000 bushels of grain, none of which was saved. The origin of the fire is unknown. The loss is estimated at \$7,000, with only \$900 insurance.

Two grain elevators at Arlington, Ill., one owned by S. C. Gray of Nebraska, and the other by J. H. Dale & Co. of Chicago, Ill., caught fire from sparks from a passing engine on October 10, and were totally destroyed. Both elevators were nearly full of grain, the most of it stored by farmers. The loss is yet unknown.

We want all subscribers who read this to send to us a guess on the amount of wheat which will be exported from the United States during the month of February, 1894. If you are not a subscriber send us \$1 and your guess and receive for one year the only paper published exclusively in the interests of the grain trade. There's \$50 in it for some good guesser.

The large grain elevator at Bates, Ill., owned by E. R. Ulrich & Son of Springfield, was destroyed by fire September 9 at 10 p. m. Five thousand bushels of corn and 500 bushels of wheat were consumed. Three box cars standing on the Wabash tracks near by were also burned. The loss, including the cars and grain,

will probably reach \$8,500, partially covered by insurance.

The elevator, flour mill and engine house of the Bell farm at Indian Head, Assiniboia, has been burned. Loss about \$25,000.

The malt house of W. H. Purcell & Co. at Chicago, Ill., took fire on the night of September 23, and was very badly damaged before the flames were extinguished. About 300,000 bushels of barley and 375,000 bushels of malt were in the building. The fire started in the top story.

The grain elevator at Langdon, Minn., together with 10,000 bushels of wheat, owned by Geo. Woodward and John Siebold, was burned September 30 at 1:30 A. M. The fire is supposed to have been of incendiary origin. The exact amount of loss is unknown. Insurance \$6,000.

The elevator gearing in the cupola of Charles Stager's seed warehouse at Toledo, O., was discovered to be on fire September 25. Spontaneous combustion in the dust which had collected is the supposed cause of the fire, as the machinery had not been running. About \$300 damage was done.

R. G. Baxter's large frame grain warehouse, situated on the lake shore in Burlington Village, Vt., was burned to the ground on the night of September 15. The warehouse contained 14,000 bushels of grain ready for shipment. About 6,000 bushels of this was destroyed and the rest damaged.

J. G. & J. H. Baldwin's four grain warehouses at Windom, Tex., were destroyed by fire September 13. The warehouses contained 125 tons of hay, 8,000 bushels of corn and two flat cars. The greater part of the grain belonged to the Empire Grain Company. Total loss \$6,000; partially insured.

The grain elevator at Oshtemo, Mich., was burned on the night of October 5. J. L. Sebring lost 400 bushels of wheat, which was covered by insurance. W. R. Beebe & Co. lost rye valued at \$100, on which there was no insurance. The fire is supposed to have caught from a spark from an engine.

The elevator of the Pacific Elevator Company at La Grande, Ore., was destroyed by fire on the night of October 4. The origin of the fire is unknown. The grain destroyed amounted to 40,000 bushels, of which 20,000 belonged to A. B. Conley. The loss on the building and machinery is estimated at \$30,000.

The elevator at South Lyon, Mich., owned by J. E. Just & Co., was entirely destroyed by fire on the morning of October 2. It is not definitely known how the conflagration started, but it is thought to have commenced in the engine room. The loss is estimated at about \$8,000; amount of insurance unknown.

The elevator at Wabash, Ind., owned by the Wabash Railroad, was burned on the night of October 3. It contained nearly 30,000 bushels of wheat, which was almost entirely destroyed. The wheat was owned by farmers and but little was insured. Loss on grain and building \$25,000. The elevator was fully insured.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests called the month:

T. J. Holmes, Brooklyn, Ia.
L. I. N. Norman, London, England.
W. E. Sherer of Minneapolis, representing S. Howes.
H. O. Schlawe, Chief Engineer, Bucharest, Roumania.

John O. Foering, Chief Grain Inspector, Philadelphia, Pa.

Geo. W. Gardiner of J. J. Blackman & Co., New York, N. Y.

Willis Bullock of the *Hay Trade Journal*, Canajoharie, N. Y.

J. H. Heisser of the Columbia Envelope Company, Minneapolis, Minn.

David Greene, secretary of the Case Manufacturing Company, Columbus, O.

Joseph Fux, representing the Barnard & Leas Manufacturing Company, Moline, Ill.

J. F. Mueller, representing the Barnard & Leas Manufacturing Company, Moline, Ill.

A lot of hay was received by barge in this city a short time since, a portion of which was very inferior, and some of it literally rotten and wholly unfit for animal food, says the *Trade Bulletin* of Montreal. The result is that the party here who bought the hay in good faith as No. 2 shipping lost \$250 on the lot, and has not been able to obtain any redress from the country shipper. An impression seems to prevail in the minds of some farmers that as their hay is bought for the purpose of shipping it out of the country, they have a better chance of palming off inferior and worthless stuff upon the buyers; but it is being subjected to a stricter inspection than ever at this port, and buyers here are determined to expose the crooked ways of all those who are caught attempting to palm off the spurious article as good, by bringing them into court.

PERSONAL

D. H. Thiroff has recently moved from Keene, Neb., to Solomon Rapids, Kan.

John T. Thomas is now manager of the Seattle elevator at Seattle, Wash.

B. R. Jones has again taken charge of the National Elevator Company's elevator at Harlem, N. D.

W. H. Mensing has charge of the North Dakota Milling Association's elevator at Moorhead, Minn.

Do not delay in sending in your guess, as it is the first one who guesses the nearest who will receive the prize—\$50.

George B. Nichol, recently from England, has charge of the loading and discharging of grain for Balfour, Guthrie & Co. at Seattle, Wash.

Robert Denton, son of Winfield Denton of the grain firm of Denton Bros., at Leavenworth, Kan., was married on September 18 to Miss Harriet Kelley.

T. J. Holmes of the firm of T. J. Holmes & Son, dealers in grain and lumber at Brooklyn, Ia., shipped the first grain which was shipped from west of Iowa City, Ia., and sold the first lumber at that place. He commenced business before the railroad came through in 1862, and is still in business.

IMPORT AMERICAN CORN.

According to the last monthly report of the Bureau of Statistics corn exported during August amounted to 7,166,542, compared with 3,046,073 bushels exported in August, 1892. Corn aggregating 1,520,509 bushels was exported to the United Kingdom in August, against 772,835 bushels exported in August, 1892; and during the eight months ending with August 12,511,734 bushels were exported, compared with 27,622,108 bushels exported during the corresponding months of 1892.

To Germany we exported 1,907,556 bushels in August, against 331,245 bushels exported in August, 1892; and during the eight months ending with August 5,524,217 bushels were exported, compared with 12,985,128 bushels exported during the corresponding months of 1892. To France we exported 166,421 bushels in August, against 79,000 in August, 1892; and during the eight months ending with August 1,392,955 bushels were exported, compared with 2,001,632 bushels exported in the corresponding period of 1892. To other countries in Europe we exported in August 868,589 bushels, against 328,576 bushels in August, 1892; and during the eight months ending with August 6,154,247 bushels were exported, against 14,501,771 bushels for the corresponding months of 1892.

To the British North American Possessions we exported 2,411,617 bushels in August, against 612,729 bushels in August, 1892; and during the eight months ending with August 8,839,213 bushels were exported, compared with 2,345,874 bushels exported during the corresponding period of 1892.

Mexico took from us in August 143,629 bushels, against 798,743 bushels in August, 1892; during the eight months ending with August Mexico received 2,401,758 bushels, compared with 1,929,395 bushels received during the corresponding period of 1892. The Central American states and British Honduras received 7,639 bushels in August, against 4,084 bushels in August, 1892; during the eight months ending with August they received 137,200 bushels, compared with 94,829 bushels during the corresponding period of 1892. To Cuba we exported 70,872 bushels in August, against 58,272 bushels in August, 1892; and during the eight months ending with August we exported 746,602 bushels, against 646,655 bushels exported during the corresponding period of 1892. To Puerto Rico we exported during the eight months ending with August 16,844 bushels were exported, against 41,017 bushels exported during the corresponding period of 1892. To Santo Domingo during the eight months ending with August 995 bushels, compared with 3,483 bushels exported during the corresponding period of 1892. The other West Indies and Bermuda received in August 47,521 bushels, against 36,834 bushels in August, 1892; and during the eight months ending with August they received 399,772 bushels, compared with 352,653 bushels received in the corresponding months of 1892.

We exported to South America 20,606 bushels in August, against 19,862 bushels in August, 1892; and during the eight months ending with August we exported 368,065 bushels, compared with 74,832 bushels during the corresponding period of 1892. To other countries the exports during the eight months ending with August amounted to 16,310 bushels, compared with 16,292 bushels exported during the corresponding period of 1892.



Tickets of membership in the Produce Exchange, New York, N. Y., have been held at \$550.

Memberships of the Chamber of Commerce of Minneapolis, Minn., are quoted at about \$330. A \$10 assessment was due on October 1.

The Directors of the Chicago Board of Trade at Chicago, Ill., have adopted resolutions petitioning for the immediate repeal of the silver bill. The exchanges at St. Louis, Minneapolis and Milwaukee have concurred in the same and forwarded them to the Senate at Washington.

The formal official opening of the new Board of Trade Building at Montreal, Que., took place on the afternoon of September 27, when an immense gathering of Montreal merchants and their wives tendered a cordial welcome to his excellency the new Governor General and Lady Aberdeen.

Frederick Douglass, the colored orator, held an informal reception, Sept. 18, on the floor of the Merchants' Exchange at St. Louis, Mo. A short speech was made in which he commented on the fact that his introduction to the traders on the floor could not have occurred twenty-five years ago.

The board of directors of the Merchants' Exchange of St. Louis, Mo., have offered an amendment to the grain delivery rule that forbids the delivery of No. 2 white and No. 2 yellow corn on contracts of No. 2. The amendment is intended to allow the delivery of No. 2 white and No. 2 yellow on such contracts.

The Merchants' Exchange at St. Louis, Mo., has resumed its regular time of 1:15 p. m. for closing on Saturday. During the summer the closing hour for Saturday has been 12 o'clock, and there is a strong feeling on the floor that this should be the closing hour all the year around. Some action in the matter will probably be taken.

The Chicago *Bulletin* complains of the number of lambs in that market. That is the most surprising complaint we have ever heard from the Windy City, where we supposed the inward tide never ceased. We suppose most of them are gathered, at last, into the bosom of the great drainage ditch, for daily bread. —*Toledo Market Report.*

The directors of the Board of Trade of Chicago, Ill., have authorized the appointment of a relief committee and nine of the best men in the trade have been appointed. President Hamill is chairman of the committee, which will try to secure contributions to be used in furnishing employment for idle men who are permanent residents of Chicago.

At the annual election of the officers of the Chamber of Commerce at Minneapolis, Minn., held October 5, C. A. Pillsbury was re-elected president; J. H. Martin, vice-president; Samuel Morse, James Marshall, Alexander Berger, E. Cardin and C. M. Harrington, directors; P. B. Smith and Donald Morrison, board of arbitration; A. B. Taylor and J. M. Smith, board of appeals.

The members of the Merchants' Exchange at St. Louis, Mo., have recently voted on several amendments to the rules of the exchange. One of the amendments relates to the form of contract for grain delivery, one to the tender of a higher grade of the same color on future delivery contracts and cash sales where the contract grade can not be delivered, and one to the amount of seeds and different grains which shall be understood to form a carload.

Business on 'Change on the Chicago Board of Trade was interrupted about noon on September 27 by an insane man named Belding who fired five pistol shots from the rear gallery into the crowd of operators on the floor. One of the bullets struck Ammi M. Bennett, Secretary of the Board of Trade Life Insurance Company, in the neck, and Charles Roswell, chief operator of the Western Union Telegraph Company, was shot in the mouth. Considerable excitement prevailed on the Board for some time in consequence of the insane man's act.

The Board of Trade at Duluth, Minn., on September 23 listened to remarks from Chief Inspector Clausen of the state grain inspection department in regard to the question of keeping the doors of cars containing grain shut. Mr. Clausen explained that the matter was brought to his attention by written complaints of the railroad people at Duluth. The blame for allowing car doors to remain open was given to the men employed as samplers by the commission houses and to the employees of the inspection department. The act governing the inspection department in the matter was read, showing it to be the duty of the department to ascertain upon arrival the condition of all seals and to make a record of such work. The grain remains in charge of the railroad companies after the inspection is performed, the cars

to be under police guard. Anyone else who tampers with or breaks the seals was shown to be guilty of misdemeanor. After some discussion it was agreed that Mr. Clausen should prepare a set of rules that would cover the case and submit them for approval at a subsequent meeting of the Board.

The members of the Chicago Board of Trade voted recently on, and carried by 132 majority, the amendments to rule 23, governing the sale of grain, seeds and mill feed. The most important section is in regard to the payment. It requires the buyer to pay within twenty-four hours after the property is unloaded, or before 10 o'clock of the next day succeeding the day on which the bill of sale is accompanied by the proper bill or bills of lading. Where default is made, the buyer is required to pay one-half of 1 per cent. per day for each day's delay in making payments.



Issued on August 29, 1893.

BALING PRESS.—Charles Harrington, Bartlett, Tex., assignor of one-half to Edward Rowntree, same place. (No model.) No. 504,033. Serial No. 462,268. Filed Feb. 14, 1893.

DRIER FOR BREWERS' GRAIN.—Max T. F. Wiesebrook, Chicago, Ill. (No model.) No. 504,099. Serial No. 449,155. Filed Oct. 17, 1892.

SPIRAL CONVEYOR.—Alfred E. Baxter and Allan G. Mather, Milwaukee, Wis. (No model.) No. 504,193. Serial No. 474,444. Filed May 16, 1893.

DRYING ATTACHMENT FOR CORN CRIBS.—Joseph Welch, Delphos, O. (No model.) No. 504,258. Serial No. 445,378. Filed Sept. 8, 1892.

COMBINED DRYER AND BOILER.—Emil Holthaus, Barren Island, N. Y. (No model.) No. 504,269. Serial No. 465,701. Filed March 13, 1893.

MACHINE FOR BREAKING SCUTCHING AND DECORATING FLAX, ETC.—George E. Donisthorpe and Taylor Burrows, London, England. (No model.) No. 504,204. Serial No. 450,753. Filed Nov. 2, 1892.

GAS ENGINE.—W. H. Worth, Petaluma, Cal. (No model.) No. 504,260.

GRAIN SCOURING MACHINE.—Peter Provost, Menominee, Mich. (No model.) No. 504,173. Serial No. 443,637. Filed Aug. 20, 1892.

GRAIN PRESS.—Max T. F. Wiesebrook, Chicago, Ill. (No model.) No. 504,098. Serial No. 449,114. Filed Oct. 17, 1892.

AUTOMATIC GRAIN MEASURER.—Eli W. Flagg, Battle Creek, assignor to the Nichols & Shepard Company, same place. (No model.) No. 504,155. Serial No. 470,218. Filed April 13, 1893.

Issued on September 5, 1893.

BALING PRESS.—George Schubert, Walnut, Tex. (No model.) No. 504,481. Serial No. 449,139. Filed Oct. 17, 1892.

CAR MOVER.—Peter H. Jacobus, Millstadt, Ill. (No model.) No. 504,529. Serial No. 467,243. Filed March 23, 1893.

DRIER FOR CEREALS, ETC.—Paolo Borgarelli, Turin, Italy. (No model.) No. 504,320. Serial No. 450,417. Filed Oct. 31, 1892.

ELEVATOR BUCKET.—Timothy Long, Cleveland, O., assignor of one-half to the Excelsior Iron Works Company, same place. (No model.) No. 504,355. Serial No. 454,215. Filed Dec. 6, 1892.

GAS ENGINE.—Charles W. Pinkney, Smethwick, assignor of two-thirds to George Tangye and George Handel Haswell, Birmingham, Eng. (No model.) No. 504,614. Serial No. 462,189. Filed Feb. 13, 1893.

GRAIN SEPARATOR.—James C. Benson, Alcony, O. (No model.) No. 504,468. Serial No. 454,479. Filed Dec. 8, 1892.

MALTING APPARATUS.—George J. Meyer, Buffalo, N. Y. (No model.) No. 504,478. Serial No. 478,430. Filed June 22, 1893.

Issued on September 12, 1893.

BAG HOLDER.—John S. Kountz, Natchez, Miss. (No model.) No. 504,787. Serial No. 476,972. Filed June 8, 1893.

CLEANER AND REDUCER FOR CRUDE FLAX STRAW.—John T. Smith, Heron Lake, Minn. (No model.) No. 505,069. Serial No. 453,861. Filed Dec. 2, 1892.

MACHINE FOR SCOURING AND CLEANING GRAIN, NUTS OR SIMILAR ARTICLES.—Cortland O. Tinkham and Orin B. Sims, Akron, N. Y. (No model.) No. 505,010. Serial No. 445,082. Filed Sept. 5, 1892.

Issued on September 19, 1893.

BROOM CORN CLEANER.—Frederick W. Reese, Paris, Ill. (No model.) No. 505,128. Serial No. 245,943. Filed Aug. 2, 1893.

BALING PRESS.—John W. Brown and Albert A. Gehrt, Quincy, Ill., assignors to the Collins Plow Company, same place. (No model.) No. 505,389. Serial No. 450,841. Filed Nov. 3, 1892.

GAS ENGINE.—Charles W. Pinkney, Smethwick, assignor of two-thirds to George Tangye and George Handel Haswell, Birmingham, Eng. (No model.) No. 505,327. Serial No. 462,188. Filed Feb. 13, 1893.

HAY PRESS.—Leonidas L. Moe, Denver, Colo. (No model.) No. 505,224. Serial No. 475,623. Filed May 26, 1893.

Issued on September 26, 1893.

BALING PRESS.—James Watson, London, Eng. (No model.) No. 505,581. Serial No. 461,578. Filed Feb. 9, 1893.

GAS OR PETROLEUM ENGINE.—Paul H. Irgens, Christiania, Norway. (No model.) No. 505,767. Serial No. 401,136. Filed July 30, 1891.

GAS OR VAPOR ENGINE.—Bertram Chatterton, London, Eng. (No model.) No. 505,751. Serial No. 447,253. Filed Sept. 29, 1892.

GRAIN CLEANER.—Orville M. Morse, Jackson, Mich. (No model.) No. 505,573. Serial No. 378,793. Filed Jan. 23, 1891.

EXTRACTING WEEVILS FROM GRAIN.—Daniel R. Bowker, Brooklyn, N. Y. (No model.) No. 505,648. Serial No. 455,728. Filed Dec. 19, 1892.

PLATFORM SCALE.—George W. Williams, Eddyville, Ky. (No model.) No. 505,503. Serial No. 459,926. Filed Jan. 26, 1893.

SEPARATOR AND SCREEN.—James Pollock, Wilkesbarre, Pa. (No model.) No. 505,723. Serial No. 446,167. Filed Sept. 17, 1892.

AUTOMATIC GRAIN WEIGHER.—Jacob C. King, York, Pa. (No model.) No. 505,769. Serial No. 468,998. Filed April 4, 1893.

WHEAT SCOURER.—George V. Dixon, Wait's, O. (No model.) No. 505,702. Serial No. 469,290. Filed April 6, 1893.

Issued on October 3, 1893.

GRAIN CONVEYOR.—Horace M. Fulwider, Redmon, Ill. (No model.) No. 506,172. Serial No. 451,213. Filed Nov. 7, 1892.

OSCILLATING GRAIN METER.—Charles H. Myers, Leroy, Ill. (No model.) No. 505,840. Serial No. 461,420. Filed Feb. 8, 1893.

HAY PRESS.—George Behrenfeld, Heron Lake, Minn. (No model.) No. 505,999. Serial No. 470,792. Filed April 17, 1893.

APPARATUS FOR DRYING MALT.—Charles Hauptman and Joseph Schwarz, Chicago, Ill. (No model.) No. 506,041. Serial No. 427,911. Filed April 5, 1892.

APPARATUS FOR MALTING GRAIN.—John F. Dornfeld, Watertown, Wis. (No model.) No. 506,036. Serial No. 457,704. Filed Jan. 9, 1893.

PLATFORM SCALE.—Stephen J. Austin, Terre Haute, Ind. (No model.) No. 506,148. Serial No. 466,618. Filed March, 18, 1893.

AUTOMATIC GRAIN WEIGHER.—William K. Lacey, Niles, Mich. (No model.) No. 506,007. Serial No. 474,230. Filed May 15, 1893.

There are 25,817 miles of canals in the world, of which 13,293 miles are in Europe, 4,479 in the United States, 535 in Canada, 2,240 in India and 5,270 are in China. The longest artificial water course in the world is the Bengal Canal, 900 miles; the next is Erie, 363. Each cost nearly \$10,000,000.

In some of the experiment stations in Germany, it has been demonstrated that a certain per cent of clover seed does not grow, for the reason that the shells are so thick and horny that they don't absorb sufficient water to start the germ. May it not be said that this is the reason why some clover seed does not grow until the second year? It is very much like the locust seed, which requires scalding in order that it may sprout the first year. May it not be that all clover seed requires a good deal of water to soak it up, and that this is the reason why it sometimes lies in the ground two or three years?

The origin of the familiar expression, "acknowledging the corn," possibly arose from this amusing incident: A raw countryman went to New Orleans with flat boats, the one laden with corn, the other with potatoes. He visited a gambling house, and betting, lost his money, corn and potatoes. Returning, he found the boat containing the corn sunk, all a total loss. He lay down and dreamed of "jack pots," corn and potatoes, and about sunrise the "child of chance" who had won his corn and potatoes came to take them. Rubbing his eyes the countryman said: "Stranger, I acknowledge the corn—take 'em; but the potatoes you can't have, by thunder!" —*Philadelphia Ledger.*

WATERWAYS

According to an announcement made by the Canadian Minister of Railways and Canals the Canadian Sault Ste. Marie will be ready for traffic by May 1 next year.

The grain shipments via Kingston, Ont., have increased 100 per cent. over last year. It is also reported that the shipments via Ogdensburg have also doubled this year. Kingston could make good use of another elevator.

The straight back steamer Yuma left Duluth, Minn., September 16, with 114,000 bushels of wheat, a load larger than any which has ever been taken through the Soo Canal and the largest wheat cargo ever loaded at Duluth.

The Rappahannock, the first boat of the new Chesapeake and Ohio Steamship Company to set sail, started on its voyage September 16. Included in its cargo were 50,000 bushels of grain from St. Louis, Mo., and 2,000 sacks of flour from Cincinnati, O.

Secure \$50 by guessing the nearest to the amount of wheat which will be exported during next January. The contest is open to subscribers to the AMERICAN ELEVATOR AND GRAIN TRADE only, so if you are not a subscriber send in your subscription and your guess.

A part of the cargo of the steamship Codorus, which was wrecked on Lake Superior recently, has been saved. A considerable amount of bran was sold by the insurance companies and the flour cargo has been placed in the warehouses of the Imperial Mill Company.

Tacoma, Wash., exporters had under charter on first of September thirteen vessels, with an average tonnage of 23,657, to carry out the new crop of wheat. There were at that time six wheat ships in port, with a registered tonnage of 10,622, compared with three wheat ships in port at the same time last season.

The Chicago Board of Marine Underwriters have advanced grain insurance rates to the following figures: Per \$100 to ports on Lake Michigan, Lake Huron, Sarnia and Detroit River, 60 cents; Georgian Bay and Lake Erie, 65 cents; Lake Superior, Lake Ontario and Ogdensburg, 75 cents; Montreal, 90 cents.

By the opening of navigation next spring an experimental plant will be in operation for using electricity for towing on the New York State canals. The point chosen for the plant is the Erie Canal on the Rochester level near Rochester, N. Y. Transmission or trolley wires will be strung over the canal from poles set up on either bank.

During the month of August 4,369,885 bushels of wheat passed through St. Mary's Canal, east bound, against 3,121,253 bushels in 1892. Corn amounting to 208,400 bushels passed through the canal, east bound, against 343,498 bushels in 1892. Other grain aggregating 4,350 bushels passed through the canal, west bound, against 12,850 bushels in 1892.

The largest cargo of grain ever carried out of the Chicago River by a tow of two boats was carried on the whaleback steamer Pathfinder and the whaleback barge Sagamore on October 4. The Pathfinder had 98,850 bushels of corn and 25,250 bushels of wheat, while the Sagamore carried 130,331 bushels of corn. The two cargoes aggregated 7,576 tons.

A cargo of 147,800 bushels of corn en route for Buffalo was loaded on September 22 on the new steamer Centurion at Chicago, Ill. This is the largest cargo of corn ever loaded on the lakes. The day previous the Selwyn Eddy had loaded at South Chicago 93,426 bushels of corn, 30,100 bushels of wheat and 25,656 bushels of oats, making a total of 149,182 bushels.

The Nicaragua Canal & Construction Company has been forced by the recent monetary stringency into an assignment. The company was organized under the laws of the state of Colorado on June 10, 1887, to build a canal through the Republic of Nicaragua connecting the Atlantic and Pacific oceans, with the power to co-operate with other companies. Its authorized capital stock was \$12,000,000 all of which was paid up.

The French Canadian Shipping Company, which has been formed with the special object of creating direct relations between France and Canada by means of a regular and quick service, has dispatched its first vessel from Rouen, France. The route taken by the company's vessels will be to Montreal via Rochelle, St. Pierre, Miquelon and Quebec. During the winter season St. Lawrence ports will be replaced by Halifax, in order that the service may be continued throughout the year.

The subject of a ship canal across Florida has been revived and is being strongly pressed. An effort will be made before the present congress to secure the aid and approval of the government in the work. The Florida Ship Canal Company has been organized. It

is estimated the canal will cost \$50,000,000. In all it will be about 300 feet wide and 150 miles in length. It will shorten the distance from New Orleans to New York, Liverpool, and all the Atlantic ports over 800 miles, saving the dangerous voyage around the Florida Keys and the Bahamas, with the high insurance rates now exacted.

The establishment of a line of steamers in connection with the Chesapeake & Ohio Railroad Company has introduced a new factor in export traffic, which in the future will be of considerable importance. One of the advantages possessed by this route is the commodious harbor of Newport News, which affords a depth of water sufficient to allow the loading of the largest loading vessels without the intervention of lighters. The competition between markets is so fierce as to compel the employment of routes subject to the least expense, and for this reason, if for no other, the new route will take front rank.

OBITUARY

G. W. Davis, dealer at Red Wing, Minn., died on September 25.

James M. Cramer, proprietor of the flax mill at Van Hornesville, N. Y., is dead.

A. F. Roberts of A. F. Roberts & Co., grain and flour dealers at New York, N. Y., died recently.

Charles T. Strattan, who was at one time railroad and warehouse commissioner for the state of Illinois, is dead.

James H. Huron, for many years a prominent grain merchant and miller at Cincinnati, died suddenly October 9.

John Stockdale, for many years connected with the grain receiving business in Chicago, Ill., died at Los Vegas, New Mexico, October 3. He was buried at Peru, Ill.

O. N. Ostrum of Minneapolis, Minn., president of the Interstate Grain Company, and a man well known in grain circles, died on September 19. His death was occasioned by brain trouble.

Colonel Joseph Good, grain dealer at Cincinnati, O., and member of the Cincinnati Chamber of Commerce, is dead. Col. Good was born in Clermont County, O., in the year 1841. He went to Cincinnati at the age of 14, and took a position as clerk with the firm of Joseph R. Peebles. He served in the late war and was made a Colonel at the age of 21. For a period of 27 consecutive years Col. Good had been engaged in the grain business. In the report of the committee of the Cincinnati Chamber of Commerce upon his death was the following tribute to his memory: "Those of his acquaintance will know how positive he was in his character, how unswerving in his integrity, his name being a synonym of honor and honesty. These characteristics were peculiar to him in a business sense; in private life and in those affairs that appeal to the sentimental side of humanity he was tender and kind, never turning a deaf ear to the demands of those whom he thought worthy of assistance."

DESTINATION OF OUR WHEAT EXPORTS.

The total number of bushels of wheat exported in August, according to the latest report of the Bureau of Statistics, amounted to 14,515,810 bushels, against 13,368,730 bushels exported in August preceding. To the United Kingdom we exported 7,181,985 bushels, against 8,846,850 bushels exported in August preceding; and during the eight months ending with August the exports of wheat amounted to 41,586,729 bushels, compared with 41,246,044 bushels exported during the corresponding months of the year preceding. To Germany we exported 412,583 bushels in August, against 712,334 bushels in August preceding; and during the eight months ending with August 1,982,862 bushels were exported, against 5,432,379 bushels exported during the same months of the year preceding. To France we exported 2,015,836 bushels in August, against 541,886 bushels in August preceding; and during the eight months ending with August we exported to France 7,775,532 bushels, compared with 11,705,070 bushels exported in the same months of the year preceding. Other countries in Europe received from us in August 3,564,174 bushels, against 2,604,084 bushels in August preceding; and during the eight months ending with August they took from us 21,041,533 bushels, compared with 18,974,493 bushels in the same months of the year preceding.

The British North American Possessions took from us 1,304,554 bushels in August, against 654,903 bushels in August preceding; and during the eight months ending with August they received 5,082,079 bushels, compared with 3,131,889 bushels exported in the same months of the year preceding.

Our wheat exports to the Central American states and British Honduras in August were 4,335 bushels,

against 3,913 bushels in August, 1892; and during the eight months ending with August the exports amounted to 29,998 bushels, compared with 40,233 bushels in the same months of 1892. To the West Indies and Bermuda we exported during the eight months ending with August 10,995 bushels, compared with 5,324 bushels exported in the same months of 1892.

There was exported to Brazil during the eight months ending with August 16,026 bushels of wheat, against 51,551 bushels exported in the same months of 1892. To other countries in South America our wheat exports aggregated 1,650 bushels in August, against 1,140 in August, 1892; and during the eight months ending with August 5,328 bushels were exported, compared with 5,537 bushels exported in the same months of 1892. Asia and Oceania received during the eight months ending with August 8,137 bushels, compared with 9,292 bushels in the corresponding months of 1892. We exported to Africa 27,892 bushels in August and none in August, 1892; and during the eight months ending with August we exported 323,406 bushels, compared with 408 bushels exported in the corresponding months of 1892. To other countries we exported during the eight months ending with August 6,430 bushels, compared with 750 bushels exported during the corresponding months of 1892.

ITEMS FROM ABROAD

On account of the scarcity of flour and the higher price of bread Spain has authorized the importation of 150,000 tons of wheat at a reduced duty.

The Austrian Minister of Agriculture reports the oat and beet crop as an average one, and the wheat, rye and barley crop a little above the average.

The official estimate of the French barley crop places the yield at 4,720,000 quarters, compared with 6,130,000 quarters in 1892. The oat crop is estimated to have yielded 21,450,000 quarters, against 29,300,000 quarters in 1892.

Dutch imports amounted to 586,000 quarters of wheat, 90,000 quarters of rye and 60,000 sacks of flour during the month of August. The exports for the same time were 478,000 quarters of wheat, 38,000 quarters of rye, and 12,000 sacks of flour.

The New Zealand wheat crop is reported as 1,050,000 quarters, compared with 1,282,000 quarters in 1892 and 815,000 quarters in 1891. There were 1,225,000 quarters of oats harvested, against 1,235,000 quarters in 1892. In 1892 310,000 quarters of wheat were exported.

The maize crop of Italy is reported by the Italian Minister of Agriculture to be abundant and very much superior to the crop of last year. The final estimate for the crop of 1892 was 8,800,000 quarters, which was 14 million quarters higher than the provisional estimate.

It has been reported to the Department of State at Washington, D. C., by Consul General Edwards of Berlin that the German Minister of War has ordered the military authorities to use Indian corn mixed with oats in making up rations for the army horses. This order will necessitate heavy importation of American corn.

The farmers in Cambridgeshire and Huntingdonshire, England, secured their second hay harvest for this year during the last of September. In the meadows adjoining rivers an abundant crop has been obtained, and owing to the fine weather most of it was secured in good condition. On higher land however the crop was a failure.

The deficiency between supply and demand this season amounts to 10,000,000 quarters after allowing for very considerable inroads upon visible reserves in all parts of the world; the requirements of importing countries being estimated at 52,000,000 quarters and the surpluses of exporting countries at 42,000,000 quarters.—*Corn Trade News*, Sept. 26, 1893.

The imports of breadstuffs of Belgium during the month of August amounted to 445,000 quarters (a quarter is equivalent to 8 bushels) of wheat and 46,000 sacks of flour; the exports amounted to 180,000 quarters of wheat and 11,000 sacks of flour. The net import of wheat and flour taken together for the month was 295,000 quarters, compared with 150,000 quarters in August, 1892.

The Portuguese government has authorized the import of 720,000 quarters of wheat during the season of 1893-4. Last season the government gave permission originally for an import of 550,000 quarters, which had to pay a duty of 9 reis (.001 cent) per kilogramme (2.20 pounds), but this year the duty is raised to 12 reis, a rise of about 3 per cent. Hay at present is very dear in Portugal.

F. P. Dodge, living ten miles west of Verdon, S. D., reported his flax yield at 13 bushels per acre.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

HAY AT CHICAGO.—M. M. Freeman & Co. report receipts for two days ending October 11 at 1,636 tons, shipments for that day 218 tons. **TIMOTHY.**—Market firm and active, offerings moderate. No. 1 \$11@11½; No. 2 \$10@10.50; mixed \$8.50 @9.50. **PRAIRIE.**—Offerings liberal; market steady but quiet. Choice Iowa or Kansas Upland \$8.25@8.75; good Iowa or Kansas Upland \$7.50@8.00; good feeding hay \$6.50@7.00. **STRAW.** But little offered; market firm; rye in good demand; \$7@7.50; wheat or oats \$4.75@5.25. Much of the Iowa hay arriving is either late cut upland or rather coarse prairie, and is not selling readily. Strictly choice upland is firm and in good demand, but little of it here.

HAY AT NEW YORK.—Theo. P. Huffman & Co., New York, N. Y., writing under date of October 5, report a fairly healthful tone to the market on hay, and a good feeling on straw, but purchasers are dealing only in a hand-to-mouth way. Many believe that hay will be in larger receipt very soon, and are holding off for lower prices. It may be said also that collections are so hard to make that goods are not moving as freely as in times when money is easy. About 80 per cent. of the goods that are arriving into all the different receiving points in New York City, Brooklyn and Jersey City, either by boat or rail, are clover mixed in grade, and as the usual outlet for this class of goods is with cattle feeders, and as cattle are still out to pasture, there is a very light call for this sort, and it can hardly be expected that there will be a brisk demand for it until cold weather sets in.

"Shipping," or No. 3, as it now called by the New York Produce Exchange, is in light request. Prime No. 1 and No. 2 are wanted, and are bringing good figures. We are getting the following prices to-day: Large bales, prime, 85¢@90¢; No. 1, large bales, 85¢; No. 2, large bales, 75¢@80¢; No. 3, large bales, 65¢; clover mixed, large bales, 50¢@60¢. Straw, prime rye 60¢@65¢; oat, straw, 40¢@45¢.

MANITOBA WHEAT GRADES.

In different ways during the last few years sentiment in the territories has been displayed against the present classification of our wheat grades. The grading and rules governing the inspection of cereals is under the control of the Dominion department of inland revenue. The official regulations providing for the different grades of wheat classify western wheat as follows: "No. 1 Manitoba hard, No. 2 Manitoba hard, No. 1 Manitoba Northern," and so forth. These grades apply to wheat grown in Manitoba and the Western territories of Canada, and herein lies the cause for complaint by those in the territories who take an interest in the matter. They claim that it is not fair their wheat should lose its individuality and be classified with Manitoba product. The quality of the wheat grown in the territories, they say, is just as good as that grown in Manitoba, which in a general sense is quite true, the quality being similar in each case. The objection is based on the idea that Manitoba gets the credit abroad of producing all the wheat grown in Western Canada, which is exported under the name Manitoba-No. 1 hard, etc., and there is no doubt but that the foreign buyer, who purchases wheat grown in the Western territories of Canada, bearing the grade of No. 1 hard, etc., would in his mind associate the provenance of Manitoba with the production of the wheat.

The objection is a sentimental one, but at the same time it is a reasonable one. It is quite natural that the residents of the wheat districts in the territories should desire to have some official recognition of the fact that they produce some of the wheat exported from Western Canada. At the same time it is practically impossible to handle the crop of the territories under a separate classification of grades from that governing in Manitoba. The wheat grown in the territories is of the same class as that produced in Manitoba. It passes through the same elevators and takes the same export route as the Manitoba grain. At terminal and storage points the wheats of Manitoba and the territories all come together and are intermingled together according to grade. Those who are not familiar with the mode of handling the wheat crop may think that the number of grades is a question of no moment with exporters. This is a great mistake. Take the storage question for instance. Suppose now that wheat grown in the territories was classified under different grades from Manitoba wheat, the difficulty of storage would be vastly increased at terminal points. When the grain reached a Lake Superior port, for instance, it would have to be kept separate from Manitoba wheat of corresponding quality, thus making twice as many separate bins in the elevators necessary, and entailing no end of extra routine work. There are now sixteen or seventeen different grades of wheat to be kept separate, which is a trying task as it is. If separate classifications were given for the territories, the number of grades to keep separate would be doubled.

There is only one way to meet the wishes of those in the territories who object to their wheat being classified under the Manitoba grades. That is to drop the word "Manitoba" from all the grades, and classify them simply as No. 1 hard, No. 1 Northern, etc., or substitute some other word for "Manitoba," such as "Canada No. 1 hard," etc., or some other general term. While this would not fulfill the desires of those who wish to have their own particular section represented in the name of the grades, it would prevent the

impression abroad that all the wheat included in these grades is grown in Manitoba.

On the other hand there is the forcible argument that the classification of grades has been in existence for years, and the grades are now known to foreign buyers. These buyers care nothing about where the wheat is grown, but if No. 2 Manitoba hard were mentioned they would know what kind of wheat it represented. If they wanted some wheat of about the quality of No. 1 Manitoba Northern they would know what to inquire for. If the names of the grades were changed, buyers would have to be educated over again in the matter.—*Commercial, Winnipeg.*

The receipts of wheat at Ft. William, Man., during the five weeks ending with October 7, according to Chas. N. Bell, secretary of the Winnipeg Grain and Produce Exchange, were 992,859 bushels. For the corresponding time in 1892 no data are given. The shipments of wheat during the same time were 1,238,064 bushels. For the corresponding time in 1892 no data are given. The stock of wheat in store on October 7 was reported as 768,692 bushels, against 431,594 bushels in store on Oct. 7, 1892.

The Chicago committee of the Central Traffic Association gave notice September 15 to agents and shippers that when cars loaded with flaxseed in bulk O. R. L. have been lined by and at the expense of the shipper, in accordance with the official classification, and for any reason such car must be transferred en route, the second or additional lining may be provided by the carrier at a cost not to exceed \$1 per car. When cars are consigned locally to Chicago via western roads, and switched over the eastern roads for transfer, cars must be securely lined by and at the expense of the shipper.

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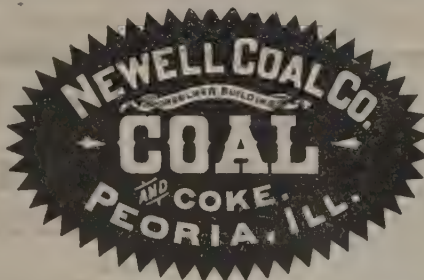
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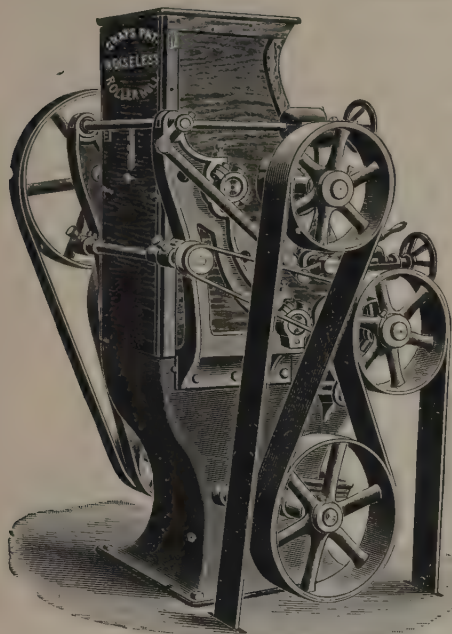
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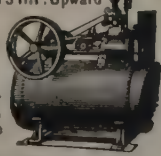
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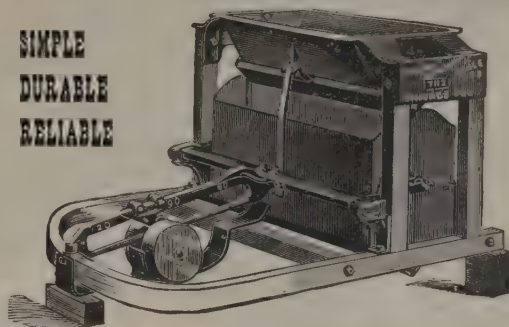
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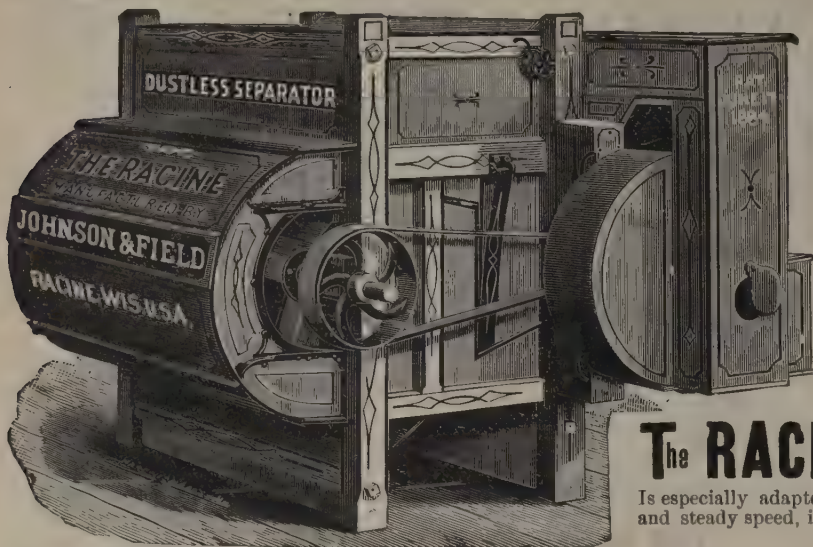


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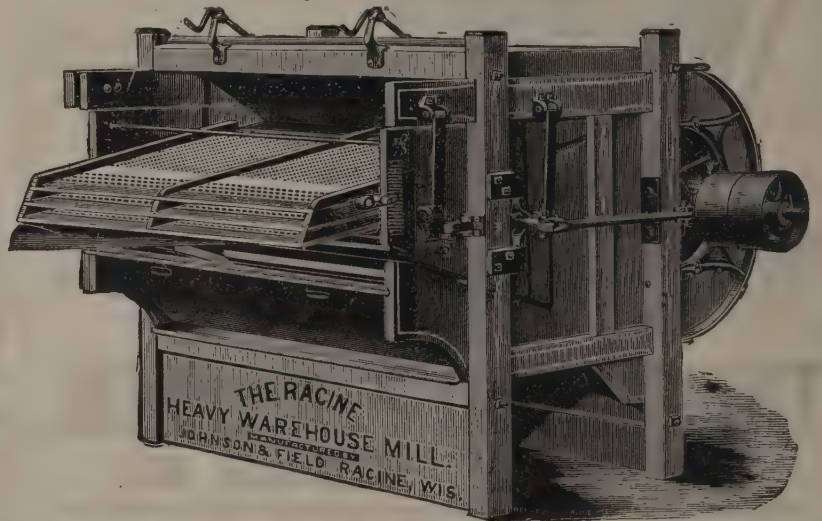
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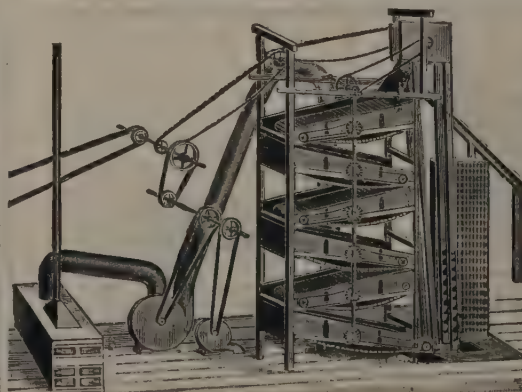
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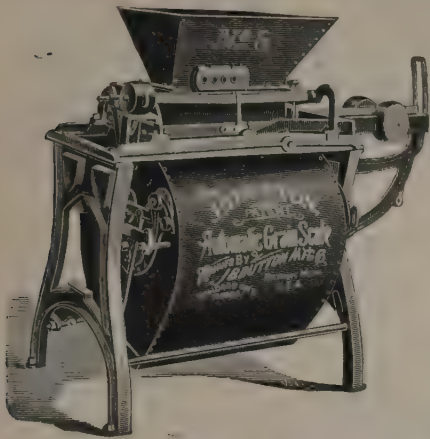
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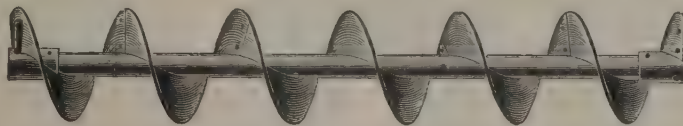
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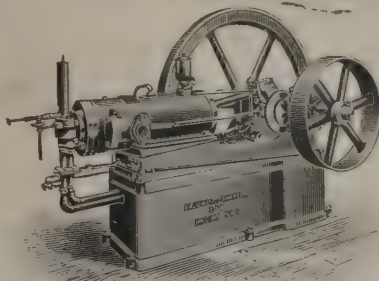
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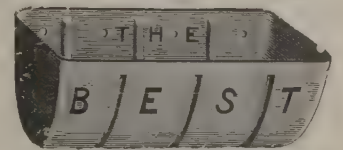
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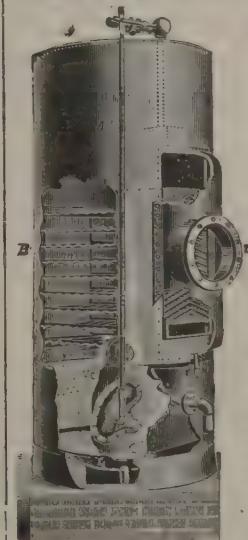


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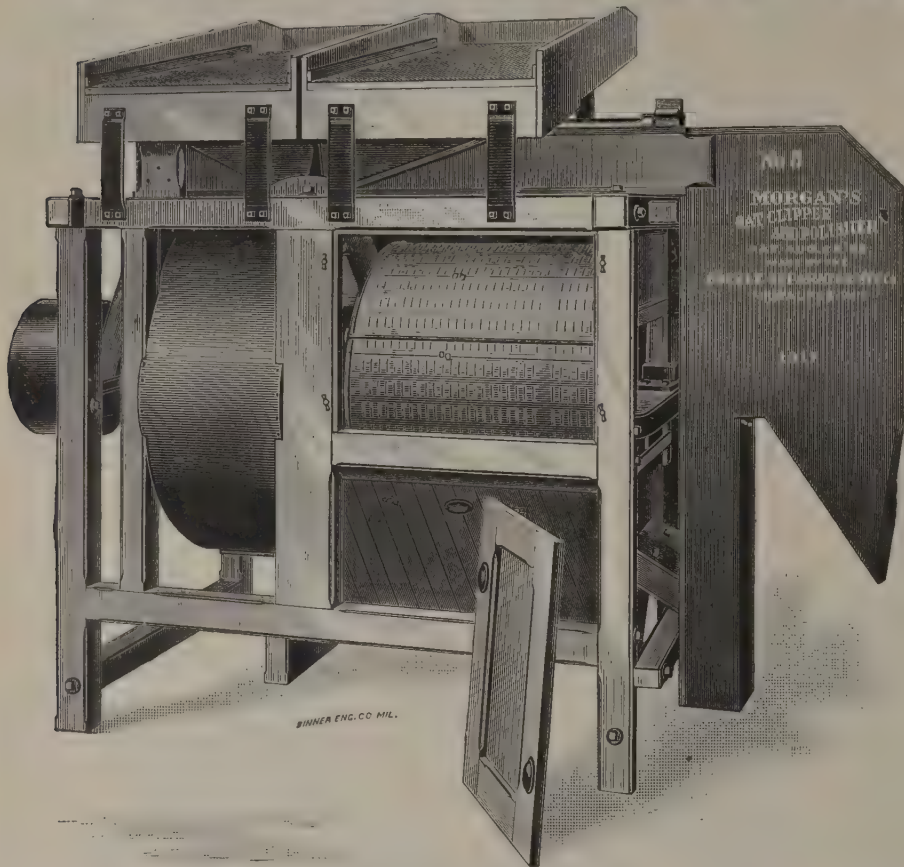
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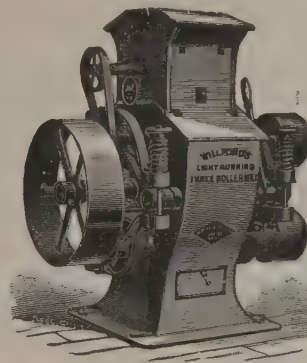
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But still they laugh, nor fear their fate,
For every ear doth dream that he
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Remarks: "Tis just as good as cake."

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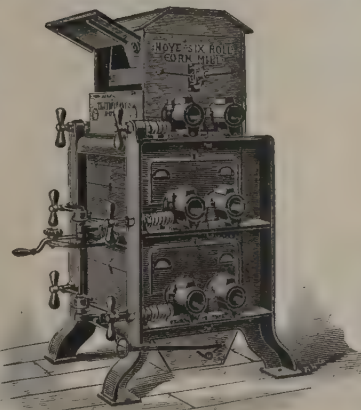
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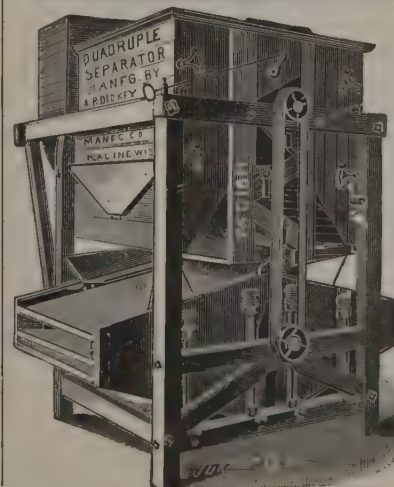
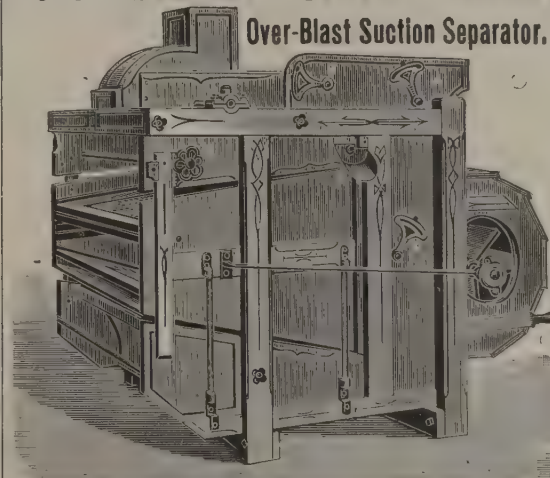
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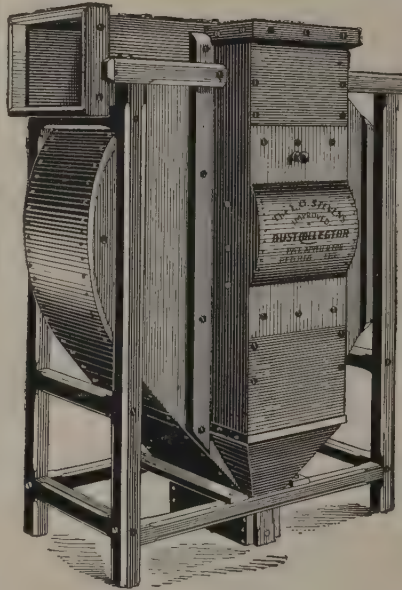
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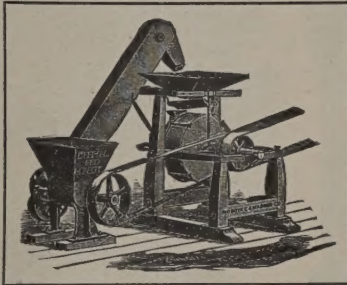
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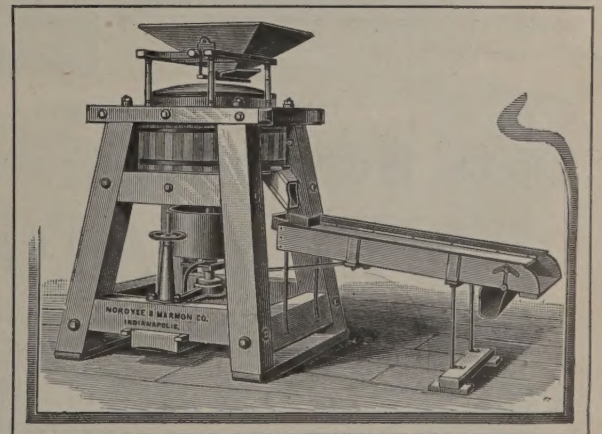
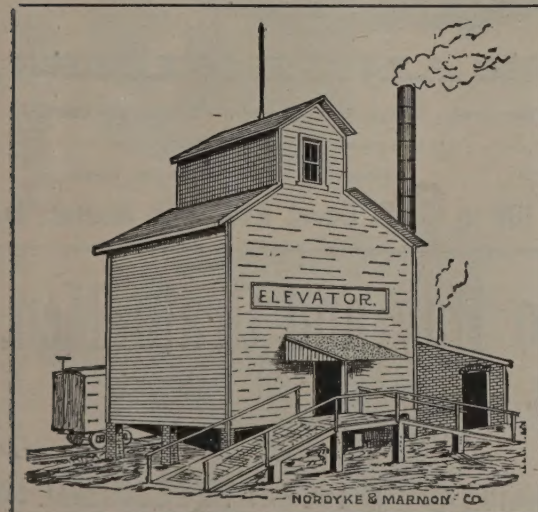
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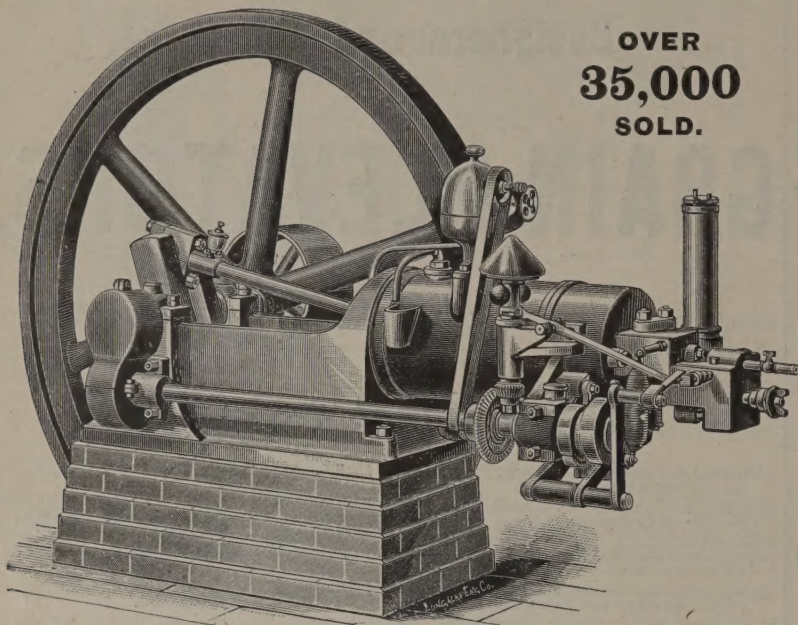
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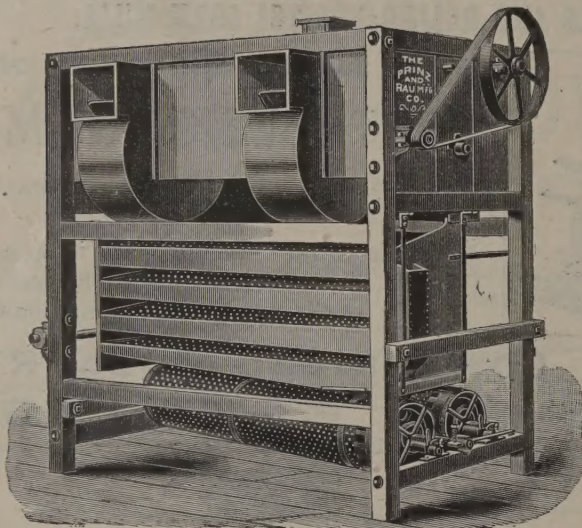
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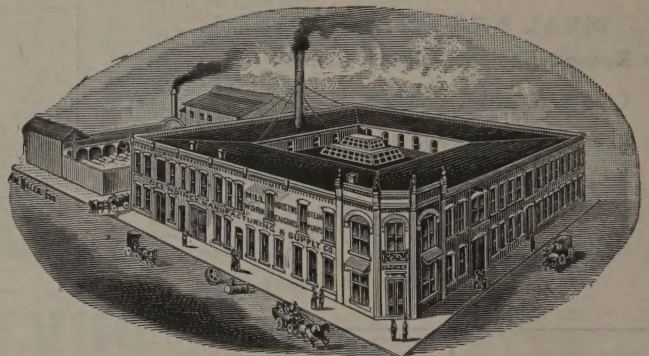
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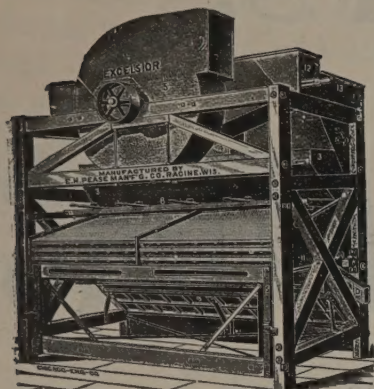
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GAS ENGINES, OIL ENGINES, STEAM ENGINES.
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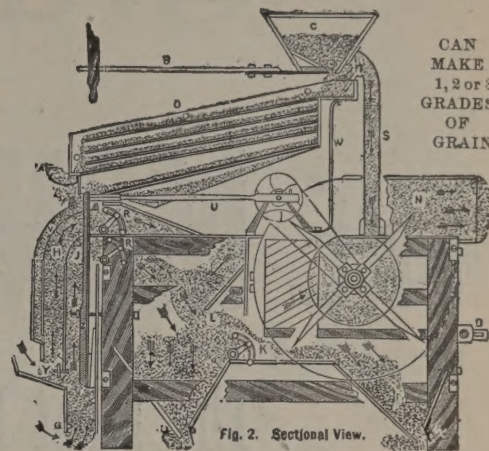
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Cleans, Separates and Grades Perfectly
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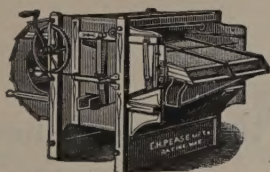
CAN
MAKE
1, 2 or 3
GRADES
OF
GRAIN

Fig. 2. Sectional View.

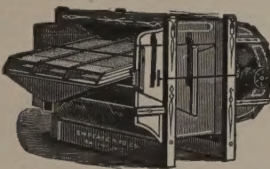
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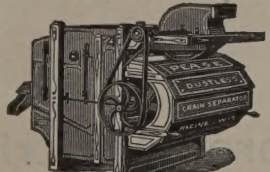
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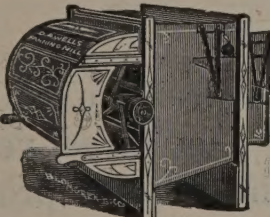
Pease Side Shake Mill for Warehouses.



Pease End Shake Mill for Warehouses.

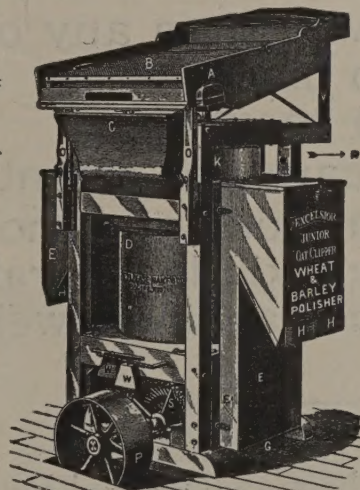


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"Wells" Warehouse Mill.—Extra Large Capacity.

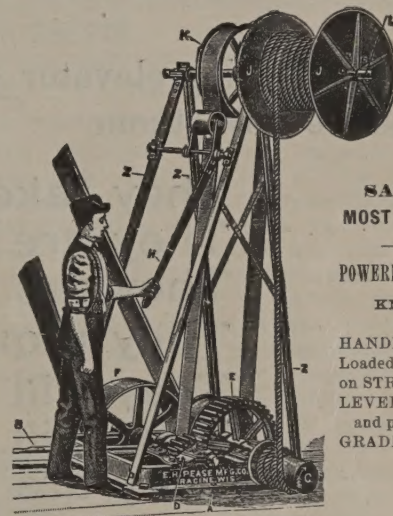
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ELSEWHERE.



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POWERFUL PULLER
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LEVEL TRACK
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CURVES

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Are Adopted and in more General Use by
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Throughout the United States, than any similar Machines made



Made with 1, 2 or 4 Reels in one Chest, and with or without
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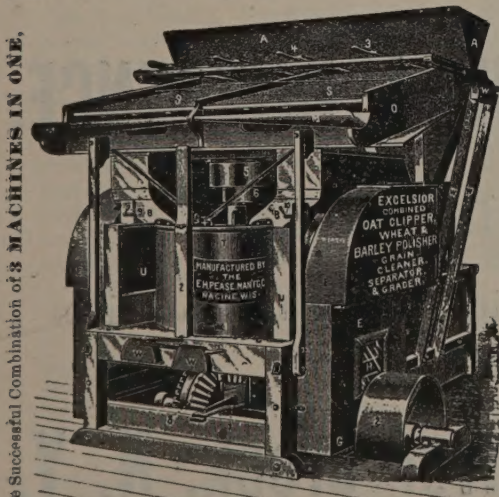
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SUPERIORITY
OF THE
MATERIALS USED,
THE CONSTRUCTION and
Operating Qualities
OF ALL OUR
MACHINERY.

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